### 2003

# Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

### **Jurisdiction Report**

60

Montgomery County
City of Radford
Town of Blacksburg
Town of Christiansburg

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

### Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

### **Publication Notes**

### Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire**: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

**2Axle Truck**: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck**: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

### Route Shield Legend

### Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

### **Special Routes**

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					IVIOLI	gomery Maintenai	ice Are	a							
Route	Length	AADT	QA	4Tire	Bus	True			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Montgomery County				From:		Eld Ct- Lin									
8	5.99	6900	G	93%	0%	Floyd County Line 3% 1%	3%	0%	F	0.096	F	0.712	7000	G	2003
				To: From:		60-658 North of Rir	ner								
8	3.26	9200	G	93%	0%	3% 1%	3%	0%	F	0.097	F	0.665	9300	G	2003
				To-	S	CL Christiansburg nea	ır I-81								
Town of Christiansburg				From-	S	CL Christiansburg Nea	ar I-81	1							
8	0.22	14000	G	95%	0%	3% 1%	1%	0%	F	0.091	F	0.591	15000	G	2003
				To- From-		Old SCL Christiansb	urg								
8 W Main St	0.77	13000	G	95%	0%	3% 1%	1%	0%	С	0.092	F	0.592	14000	G	2003
				To:		Radford St									
Montgomery County				From:		Pulaski County Lin	ie	1							
<u>[11]</u>	0.15	29000	G	97%	0%	1% 0%	1%	0%	F	0.089	F	0.558	30000	G	2003
~				To- From:		WCL Radford									
11)	0.21	29000	G	97%	0%	1% 0%	1%	0%	F	0.089	F	0.558	30000	G	2003
C'4 CD 16 1				To:		SR 232; First St									
City of Radford				From:		SR 232; First St									
(11) Norwood St	0.26	21000	G	96%	0%	1% 1%	1%	0%	С	0.095	F	0.563	22000	G	2003
<del>\rightarrow</del>				To: From:		Grove Ave									
11 Norwood St	0.77	13000	G	97%	1%	1% 1%	1%	0%	С	0.086	F	0.532	14000	G	2003
Namusad Ct	0.00	42000		From:	40/	SR 177 Tyler Ave		00/		0.007		0.500	12000		2002
(11) Norwood St	0.93	13000	G	97%	1%	1% 1%	1%	0%	F	0.087	F	0.502	13000	G	2003
11 Norwood St	1.46	6500	G	97%	0%	Whitehall St 2% 0%	0%	0%	С	0.094	F	0.534	6900	G	2003
Norwood St	1.40	0000		To:	070	ECL Radford	070	070		0.004		0.004	0000	•	2000
Montgomery County															
	1.47	10000	G	98%	0%	ECL Radford 1% 1%	1%	0%	F	0.11	F	0.56	10000	G	2003
[11]	1.47	10000	G	90%	070		1 70	076	г	0.11	Г	0.56	10000	G	2003
<u>[11]</u>	2.32	9000	G	From: 98%	0%	60-663 1% 1%	1%	0%	С	0.109	F	0.555	9100	G	2003
				To		60-662									
<u>[11]</u>	0.65	9500	G	98%	0%	1% 1%	1%	0%	F	0.105	F	0.533	9700	G	2003
				To:		WCL Christiansbur	rg								
Town of Christiansburg				From:		MCI Cr.: ( 1		-							
11 Radford St	1.40	11000	G	97%	0%	WCL Christiansbur	1%	0%	С	0.096	F	0.507	12000	G	2003
				То:	- 7-	SR 8 W Main St								-	
11 W Main St	0.30	9600	G	97%	0%	SR 8, Radford St 2% 0%	1%	0%	F	0.089	F	0.56	10000	G	2003
11 W Main St	0.50	3000	_		J /0			U /0		0.009		0.50	10000		2000
11 E Main St	0.12	8300	G	From: 97%	0%	Bus US 460 S Frankli 2% 0%	n St 1%	0%	F	0.087	F	0.514	8800	G	2003
				То:		Roanoke St									
11 Roanoke St	0.11	13000	G	97%	0%	E Main St 2% 0%	1%	0%	F	0.087	F	0.529	13000	G	2003
11 Roanoke St	0.11	13000	3	31 /0 To:	U /0		1 /0	U /0	ľ	0.007	-	0.328	13000	J	2003
(11) Roanoke St	0.98	12000	G	From: 97%	0%	Craig St 2% 0%	1%	0%	F	0.091	F	0.535	13000	G	2003
				To:		SR 111 Depot St			·						
11 Roanoke St	0.90	15000	G	95%	0%	2% 1%	1%	0%	С	0.064	F	0.549	16000	G	2003
$\overline{}$				To: From:		US 460		<del></del>  -							
(11) Roanoke St	0.91	17000	G	93%	0%	2% 1%	3%	0%	С	0.083	F	0.567	18000	G	2003
<u></u>				To- From:		20 Mile North I-81 at l	Ramp	}							
(11) Roanoke St	0.29	8500	N	93%	0%	2% 1%	3%	0%	Ν	0.091	Ν	0.507	9000	N	2003
				To:		Tower Rd, Hampton	Rd								

					Mont	gomery	Mainten	ance Are	ea							
Route	Length	AADT	QA	4Tire	Bus	 2Axle	Tri 3+Axle	uck 1Trail	 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Christians	burg			From:			d, Hampto									
11 Roanoke St	2.01	8500	G	93%	0%	2%	1%	3%	0%	F	0.091	F	0.507	9000	G	2003
$\bigcirc$				To		ECL C	hristiansb	urg								
Montgomery Coun	tv			From:		ECL C	hristiansb	บาร	I							
<u>[11]</u>	5.11	8000	G	95%	0%	2%	1%	1%	0%	F	0.089	F	0.528	8100	G	2003
<u>~</u>				From:			60-753		-							
[11]	3.21	8100	G	95%	0%	2%	1%	1%	0%	F	0.091	F	0.639	8200	G	2003
	2.43	8500	G	From: 95%	0%	2%	60-631 1%	1%	0%	С	0.095	F	0.677	8600	G	2003
[11]	2.43	0300		70:	070		e County I		070	C	0.033	'	0.077	0000	0	2003
North				From:		Pulaski	County L	ine								
81	0.49	20000	F	72%	1%	1%	1%	24%	2%	F	0.079	F		20000	F	2003
	Combined Traffic:	41000	G	72%	1%	1%	1%	24%	2%	F	NA			41000	G	
North	0.01	47000		From:	407		SR 232	0.40/	00/	_	0.070	_		47000		0000
81	3.81 Combined Traffic:	17000 36000	G G	72% 72%	1% 1%	1% 1%	1% 1%	24% 24%	2% 2%	F F	0.072 0.069	F F	0.524	17000 36000	G G	2003
	Combined Trainc.	30000		To:	1 /0		SR 177	24 /0	270	'	0.003	'	0.524	30000	0	
North	5.12	21000	В	From: <b>72%</b>	1%	1%	1%	24%	2%	С	0.102	Α		21000	В	2003
81	Combined Traffic:		В	72%	1%	1%	1%	24%	2%	С	0.102	Α	0.542	41000	В	2003
				To: From:			SR 8									
North 81	0.08	22000	G	72%	1%	1%	1%	24%	2%	F	0.067	F		22000	G	2003
(01)	Combined Traffic:	45000	G	72%	1%	1%	1%	24%	2%	F	0.068	F	0.525	44000	G	
				To:		SCL C	hristiansb	urg								
Town of Christians North	burg			From:		SCL C	hristiansb	urg	I							
(81)	3.90	22000	G	72%	1%	1%	1%	24%	2%	F	0.067	F		22000	G	2003
	Combined Traffic:	45000	G	72%	1%	1%	1%	24%	2%	F	0.068	F	0.525	44000	G	
North				From:		US	11 US 460	)	-							
81)	0.77	25000	G	72%	1%	1%	1%	24%	2%	F	0.064	F		25000	G	2003
	Combined Traffic:	49000	G	72% To:	1%	1%	1% hristiansb	24%	2%	F	0.063	F	0.520	48000	G	
Montgomery Coun	tv			ı		INCL C	1113U4HSU	ш								
North				From:			hristiansb			_		_				
81	9.22 Combined Traffic:	25000 49000	G G	72% 72%	1% 1%	1% 1%	1% 1%	24% 24%	2% 2%	F F	0.064 0.063	F F	0.520	25000 48000	G G	2003
	Combined Hanic:	43000	<u> </u>	To	1 70		603 Ironto		∠70 	ľ	0.003	۲	0.020	40000	G	
North	0.00	25000		From:	40/				20/	_	0.074	_		25000	_	2002
81	2.22 Combined Traffic:	25000 53000	F F	72% 72%	1% 1%	1% 1%	1% 1%	24% 24%	2% 2%	F F	0.074 NA	F		25000 53000	F F	2003
			•	To:	. , 0		e County I				, .				•	
South				From:			County L									
81	0.61	21000	G	73%	1%	1%	1%	23%	2%	F	0.074	F		21000	G	2003
	Combined Traffic:	41000	G	72%	1%	1%	1%	24%	2%	F	NA			41000	G	
South	4.04	10000		From:	10/		SR 232	220/	20/	_	0.074	г		10000	-	2002
81	4.01 Combined Traffic:	19000 36000	G G	73% 72%	1% 1%	1% 1%	1% 1%	23% 24%	2% 2%	F F	0.074 NA	F		19000 36000	G G	2003
	John Janie			To:	1 /0		SR 177	7 /0		•	11/1			30000		
South	4.78	20000	Α	73%	1%	1%	1%	23%	2%	С	0.101	Α		20000	Α	2003
81	Combined Traffic:		В	73 <i>%</i> 72%	1%	1%	1%	24%	2%	С	NA	^		41000	В	2000
				To			SR 8									

					Mon	tgomery M	Maintena	ince Are	ea							
Route	Leng	th <b>AAD</b> 1	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Montgomery County																
South	0.03	3 23000	) G	73%	1%	1%	SR 8 1%	23%	2%	F	0.070	F		22000	G	2003
81	o.o. ombined Traff			73 <i>%</i>	1%	1%	1%	24%	2%	F	0.070	F	0.525	44000	G	2003
O	OITIDITIEG TTAIT	c. <b>4300</b> 0	,	To:	1 /0		hristiansbu		2 /0	'	0.000	•	0.323	44000	O	
Town of Christiansbur	g															
South				From:	40/		hristiansbu		20/							
81	4.2			73%	1%	1%	1%	23%	2%	F	0.070	F		22000	G	2003
C	ombined Traff	c: <b>45000</b>	) G	72%	1%	1%	1%	24%	2%	F	NA			44000	G	
South				From:		US 1	1 US 460									
81)	0.34	24000	) G	73%	1%	1%	1%	23%	2%	F	0.067	F		23000	G	2003
C	ombined Traff	c: <b>4900</b> 0	) G	72%	1%	1%	1%	24%	2%	F	0.063	F	0.520	48000	G	
				To:		NCL C	hristiansbu	ırg								
Montgomery County South				From:		NCL C	hristiansbu	iro								
(81)	9.39	24000	) G	73%	1%	1%	1%	23%	2%	F	0.067	F		23000	G	2003
	ombined Traff	c: <b>4900</b> 0		72%	1%	1%	1%	24%	2%	F	NA			48000	G	
				To:			603 Ironto		<u> </u>							
South	2.06	28000	) F	73%	1%	1%	1%	23%	2%	F	0.074	F		28000	F	2003
81	اے۔ ombined Traff			73% 72%	1%	1%	1%	24%	2% 2%	F	0.074 NA	г		53000	F	2003
C	Ullibilieu Itali	c. <b>3300</b> 0	, ,	To:	1 /0		e County L		2 /0	'	INA			55000	ı	
Town of Christiansbur	σ			•			4		•							
	-			From:			JS 460									
(111) Cambria Street	0.79	5800	G	95%	0%	2%	1%	1%	0%	С	0.09	F	0.524	6100	G	2003
$\frac{\smile}{\frown}$				To- From:			llett Rd									
(111) Cambria Street	0.39	6700	G	96%	1%	3%	0%	1%	0%	С	0.095	F	0.513	7100	G	2003
				To: From:			epot St mbria St									
111 Depot Street	0.97	4300	G	96%	0%	2%	1%	1%	0%	F	0.093	F	0.501	4600	G	2003
				To-		D	ark St									
(111) Depot Street	0.1	5900	G	96%	0%	2%	1%	1%	0%	С	0.096	F	0.518	6300	G	2003
				To		Ţ	US 11									
Montgomery County																
	4.00	4700		From:	00/		County Li		00/	_	0.000	_	0.500	40000	0	0000
114	1.02	2 17000	) G	96%	0%	2%	1%	1%	0%	С	0.088	F	0.529	18000	G	2003
	0.00	1000		From:	00/		60-812	40/	00/		0.000		0.500	40000		0000
114	3.62	2 16000	) G	96%	0%	2%	1%	1%	0%	F	0.093	F	0.506	16000	G	2003
	4.0			From:	00/		60-659	40/			0.000		0.500	10000		2000
114)	1.34	12000	) G	96% To:	0%	2%	1% hristiansbu	1%	0%	F	0.092	F	0.508	12000	G	2003
T. 461.1.1						WCLC	nristiansot	ırg								
Town of Christiansbur	g			From:		WCL C	hristiansbu	ırg								
114 Peppers Ferry R	toad 1.44	13000	) G	96%	0%	2%	1%	1%	0%	F	0.084	F	0.514	14000	G	2003
				To		Bus	S US 460									
114 Peppers Ferry R	load 0.60	NA		From:							NA			NA		
$\overline{}$				To:		U	JS 460									
Montgomery County																
	2.2	4000		From:	00/		60-600	10/	00/	0	0.006	_	0.546	10000	<u></u>	2002
177	2.33	3 10000	) G	96% To:	0%	2% SCL Rad	0% ford; Rock	1% : Rd	0%	С	0.086	F	0.546	10000	G	2003
C:46 D - 36 1						SCL Rau	ioia, noch									
City of Radford				From:		SCL Rad	ford; Rock	Rd								
(177) Tyler Ave	0.86	7300	G	96%	0%	2%	0%	1%	0%	F	0.095	F	0.590	7800	G	2003
				To:		Anl	burn Ave									
177 Tyler Ave	0.78	3 11000	) G	97%	0%	2%	0%	1%	0%	С	0.092	F	0.593	12000	G	2003
				To:			dams St									

					Mont	gomery Mainter	ance Are	ea							
Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle	uck Trail	 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Radford				From:				i							
177 Tyler Ave	0.44	11000	G	98% To:	0%	Adams St 0% 1% US 11 Norwood	0% l St	0%	С	0.086	F	0.509	12000	G	2003
Montgomery County				From:											
232	0.48	6700	G	95% To:	0%	Ramp split at I-8: 2% 1% SCL Radford	3%	0%	F	0.084	F	0.533	6700	G	2003
City of Radford								•							
First St	2.71	6100	G	95%	0%	SCL Radford 2% 1%	3%	0%	С	0.094	F	0.575	6500	G	2003
232 First St	0.63	10000	G	95%	0%	Bolling Stree 2% 1%	3%	0%	F	0.088	F	0.514	11000	G	2003
232 First St	0.31	12000	G	From: 95%	0%	Wadsworth S 2% 1%	3%	0%	F	0.093	F	0.571	12000	G	2003
232 First St	0.20	15000	G	95% To:	0%	Arlington Av 2% 1% US 11	3%	0%	F	0.088	F	0.533	16000	G	2003
Town of Blacksburg				I		0511									
412) Prices Fork Rd	1.07	25000	G	98%	0%	US 460 1% 0%	1%	0%	F	0.087	F	0.574	27000	G	2003
412 Prices Fork Rd	0.28	18000	G	From: 98%	0%	Toms Creek R	1%	0%	С	0.079	F	0.505	19000	G	2003
Montgomery County				10.		Main St									
(460)	3.46	12000	G	89% To:	0%	Giles County L  1% 1%	7%	1%	F	0.089	F	0.677	12000	G	2003
Town of Blacksburg						NCL Blacksbu	ıg								
(460)	3.70	11000	G	From: 89%	0%	NCL Blacksbu	7%	1%	F	0.086	F	0.657	12000	G	2003
<u>(460)</u>	3.43	12000	G	From: 91%	0%	SR 412 Prices For 3% 0%	5%	1%	С	0.098	F	0.697	13000	G	2003
Montgomowy Country				To:	В	US US 460; SCL B	lacksburg								
Montgomery County				From:	В	US US 460; SCL B	lacksburg								
(460)	2.02	NA		т		CD 114				NA			NA		
460	0.95	NA		From:		SR 114				NA			NA		
(460)	2.57	NA		From:		BUS US 460 US 11, BUS US				NA			NA		
Town of Christiansburg				<u> </u>		03 11, 003 03	400								
(460) (11) Roanoke St	0.91	17000	G	93%	0%	US 11, BUS US 2% 1%	460 3%	0%	С	0.083	F	0.567	18000	G	2003
460 (11) Roanoke St	0.29	8500	N	From: 93%	0%	20 Mile North I-81 2% 1%	at Ramp 3%	0%	N	0.091	N	0.507	9000	N	2003
460 11 Roanoke St	2.01	8500	G	To: From: 93% To:	0%	Tower Rd, Hampt	3%	0%	F	0.091	F	0.507	9000	G	2003
Montgomery County				10.		ECL Christiansl	ourg								
(460) (11)	5.11	8000	G	95%	0%	ECL Christiansh	ourg 1%	0%	F	0.089	F	0.528	8100	G	2003
(460) (11)	3.21	8100	G	From: 95%	0%	60-753 2% 1%	1%	0%	F	0.091	F	0.639	8200	G	2003
				To:		60-631									

Bus   WCL Christiansburg   W						IVIOIT	igornery iviairiteriai	ice Aie	a							
Manthemory County   Geo.   Color   C	Route	Length	AADT	QA	4Tire	Bus				QC		QK		AAWDT	QW	Year
460   11	Montgomery County															
Romark County   End	~~~	0.40	0500	_		00/		40/	00/	_	0.005	_	0.077	0000	0	0000
Page   1.05   4000   G   89%   69%   19%	460 (11)	2.43	8500	G	_	0%			0%	C	0.095	F	0.677	8600	G	2003
April					""		Roanoke County Li	ne								
No.   Christianshure   No.   Christianshure   No.   Christianshure   No.   Christianshure   No.   Christianshure   No.   Christianshure   No.	Bus							_								
Towns of Christianshure   Section	{460}	1.05	40000	G	_	0%	1% 1%	7%	1%	F	0.08	F	0.583	42000	G	2003
Bug	<u> </u>				To:		NCL Christiansbur	g								
Age   No Franklin St   0.97   40000   N   85%   0%   1%   1%   1%   1%   1%   1%   1	Town of Christiansburg															
St.   1-1   1-2	~~~							_								
Bug	(460) N Franklin St	0.97	40000	N	89 <u>%</u>	0%			1%	Ν	0.08	Ν	0.583	42000	N	2003
August   Bust	<u> </u>							/ Rd								
Second	~~~	0.40		_		201		10/	201	_		_				
SR 114 Pages Farm World   SR 114 Pages Far	(460	0.12	8300	G	_	0%		1%	0%	F	0.087	F	0.514	8800	G	2003
Section   Sect	~ ~							. D.J								
Bus	Bus	0.66	E2000	G		Λ0/			00/	C	0.000	_	0.55	EE000	0	2002
Electrical Column   Elec	460	0.00	53000	G		0%		270	076	C	0.062	Г	0.55	55000	G	2003
460	Rue															
Second Columbia   Second Col	~~~	O 11	13000	G	97%	በ%		1%	0%	F	0 087	F	0 520	13000	G	2003
Bus	(400) (11) Modifiche St	0.11	.5550	•	J1 /0	0 /0		1 /0	J /0	'	0.001	•	0.020	10000	J	2000
According   Color	Bus				To: From:		Craig St									
SR 111 Depot St	~~~	0.98	12000	G	97%	0%	2% 0%	1%	0%	F	0.091	F	0.535	13000	G	2003
Bus		0.00		_		- 70				•		•	2.000		-	
460	Bus				From:											
Bus   SR   11   Cambria St   SR   SR   SR   SR   SR   SR   SR	~~~	0.18	16000	G	96%	0%		1%	0%	F	NA			16000	G	2003
Bus	400															
Bus	Bus				From:		WCL Christiansbur	rg								
SR   III   Cambria   SR   II	~~~	0.11	32000	G	96%	0%	2% 1%	1%	0%	F	0.089	F	0.592	34000	G	2003
Bus	400				т.,		an 111 a 1 : a									
Bus	Bus				From:		SR 111 Cambria S	t								
Bus   SR   1   Depot St   SR   Depot St	460 N Franklin St	1.38	27000	G	96%	0%	2% 1%	1%	0%	С	0.082	F	0.534	29000	G	2003
Roanoke St   0.90   15000   G   95%   0.96   2%   19%   19%   0.96   C   0.064   F   0.549   16000   G   2003					To:		Depot St									
Bus	Bus				From:		SR 111 Depot St									
Bus	460 \ 11 \ Roanoke St	0.90	15000	G	95%	0%	2% 1%	1%	0%	С	0.064	F	0.549	16000	G	2003
Substitute   Sub	$\bigcirc$						US 460									
Town of Blacksburg   Bus   C   S   11 Main St   C   C   0.096   F   0.672   7200   G   2003					<u> </u>											
Sus	460 N Franklin St	0.28	12000	G	96 <u>%</u>	0%	2% 1%	1%	0%	F	0.083	F	0.518	12000	G	2003
Bus	<u> </u>				To:		US 11 Main St									
Bus	Town of Blacksburg															
Bus	Bus				From:		US 460									
Bus	460 Main St	2.32	6800	G	97%	1%	1% 0%	0%	0%	С	0.096	F	0.672	7200	G	2003
Bus					To-		Renos De									
Bus    Bus   Progress St   Prom   Prices Fork Rd																
Bus    Bus   Progress St   Prom   Prices Fork Rd	{460}Main St	0.26	16000	G	97%	1%	1% 0%	0%	0%	F	0.083	F	0.600	17000	G	2003
Bus   Hard   H	<u> </u>				To:		Progress St									
Bus				_						_		_		, = = -	_	
Bus   Home   Hom	{ 460 } Main St	0.17	17000	G	97%	1%	1% 0%	0%	0%	F	0.079	F	0.557	18000	G	2003
Bus 460 Main St  0.53 19000 G  97% 1% 1% 0% 0% 0% F  0.080 F  0.599 20000 G  2003  Roanoke St  1000 Main St  0.19 16000 G  96% 0% 2% 1% 1% 0% F  1000 F  1000 G  1000					To		Prices Fork Rd									
Bus   Roanoke St		o	40000	_		401		001	601	_	0.000	_	0.500	00000	^	0000
Bus   Graph	460 Main St	0.53	19000	G	9/%	1%	1% 0%	υ%	υ%	F	0.080	۲	0.599	20000	G	2003
Bus   Gamma					To-		Roanoke St									
Bus   Clay St		0.40	40000	_		00/		10/	00/	_	0.070	_	0.54	17000	_	2000
Bus	460 Iviain St	0.19	16000	G	96%	υ%	∠% 1%	1%	υ%	۲	0.070	۲	0.51	17000	G	2003
Bus	Dur				To:		Clay St									
Bus   1.00   17000   G   96%   0%   2%   1%   1%   0%   F   0.085   F   0.544   18000   G   2003    Bus   Ellet Rd     Ellet Rd     Ellet Rd     Ellet Rd     Ellet Rd     Ellet Rd   Ellet		0.50	10000	^		00/		10/	00/	_	0.000	_	0.567	10000	_	2002
Bus   1.00   17000   G   96%   0%   2%   1%   1%   0%   F   0.085   F   0.544   18000   G   2003      Bus   Ellet Rd	460 Iviain St	0.53	18000	G	90%	υ%	2% 1%	1%	υ%	F	0.083	۲	0.567	19000	G	∠003
Bus   1.00   17000   G   96%   0%   2%   1%   1%   0%   F   0.085   F   0.544   18000   G   2003      Bus   Ellet Rd	Due				To: From:		Upland Rd									
Bus   From   Ellet Rd		1.00	17000	c		00/		10/	00/	_	0.005	E	O E44	19000	C	2002
460 Main St 1.25 <b>16000 G</b> 96% 0% 2% 1% 1% 0% C 0.085 F 0.582 17000 G 2003	460 IVIAITI St	1.00	17000	G	90%	U%	∠% 1%	170	U%	F	0.085	г	0.044	10000	G	2003
460 Main St 1.25 <b>16000 G</b> 96% 0% 2% 1% 1% 0% C 0.085 F 0.582 17000 G 2003	Due				From:		Ellet Rd									
	Bus Main St	1.05	16000	C		Λ0/		10/	00/	_	0.005	_	0.500	17000	_	2002
" US 460, ECL Blacksburg	460 IVIAITI St	1.25	10000	G		U%			υ%	C	0.085	г	∪.38∠	17000	G	∠003
					In:		US 460, ECL Blackst	ourg								

					IVIOITI	gornery iviairite	iance An	ca							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			$\cap$	K Factor	QK	Dir Factor	AAWDT	QW	Year
Montgomery County				From:		Floyd County Line	60-787	1							
600	0.15	120	G	95%	0%	3% 0%	1%	0%	F	0.133	F	0.677	120	G	2003
				To: From:		0.15 MN OF									
600	2.26	130	G	95%	0%	3% 0%	1%	0%	F	0.138	F	0.553	140	G	2003
600	2.49	360	G	95%	0%	3% 0%	1%	0%	F	0.098	F	0.744	370	G	2003
				From		60-669									
600	0.69	570	G	95% To:	0%	3% 0% 60-693 SOUT	1%	0%	F	0.106	F	0.597	580	G	2003
$\bigcirc$				From:		60-693 NOR	TH.								
600	2.48	1800	G	95%	0%	3% 0%	1%	0%	С	0.104	F	0.704	1800	G	2003
600	0.20	6300	G	From: 95%	0%	60-627 3% 0%	1%	0%	F	0.089	F	0.598	6400	G	2003
600	0.20	0000	Ū	To:	070	SR 177 S; 60-		070	•	0.000	•	0.000	0-100	Ü	2000
$\bigcirc$			_	From:		SR 177 NOR									
600	0.60	2000	G	95%	0%	3% 0%	1%	0%	F	0.084	F	0.578	2100	G	2003
600	2.40	480	R	From:		60-666				NA			NA		1998
				To:		US 11									
$\bigcirc$			_	From:		60-602									10/05/000
601)	1.10	30	R							NA			NA		12/05/2001
	0.20	190	R	From:		60-616 Wes	t	-		NA			NA		1998
601)	0.20	190	K							INA			INA		1990
601)	2.60	70	R	From:		60-616 Eas	<u> </u>			NA			NA		12/05/2001
				To: From:		2.60 ME 60-6	16								
601)	0.10	110	R							NA			NA		1998
				To:		60-617									
	1.50	270		From:		60-617				NIA			NΙΔ		1000
602	1.50	370	R	To:		SR 8				NA			NA		1998
				From:		ECL Blacksb	ıro	I							
(603)	1.48	2100	G	96%	0%	3% 0%	1%	0%	F	0.155	F	0.757	2100	G	2003
				To: From:		60-642									
603	0.32	3200	G	96%	0%	3% 0%	1%	0%	F	0.117	F	0.761	3200	G	2003
				To: From:		60-723 Sout									
603)	0.93	2500	G	96%	0%	60-723 Nort 3% 0%	1%	0%	F	0.116	F	0.695	2600	G	2003
(003)				To		60-641			-						
603)	3.24	1600	G	96%	0%	3% 0%	1%	0%	F	0.113	F	0.635	1600	G	2003
000				To		60-821									
603)	4.04	1600	G	96%	0%	3% 0%	1%	0%	С	0.128	F	0.605	1600	G	2003
				From:		60-629									
603	1.50	2800	G	96%	1%	2% 0%	1%	0%	С	0.108	F	0.621	2900	G	2003
				From:	40/	I-81	10/	201					4=00		
603	0.15	1700	G	96%	1%	2% 0%	1%	0%	F	0.092	F	0.552	1700	G	2003
	0.46	4400		From:	40/	60-635	407	001		0.00-		0.544	4400		0000
603	2.16	1100	G	96% To:	1%	2% 0% US 11 & 460 S	1%	0%	F	0.097	F	0.541	1100	G	2003
_				From:		US 11 & 460 S									
(603)	1.62	440	R	<u> </u>						NA			NA		1998
				To:		Dead End									
				From:		US 11 WES	Γ								
604	1.85	270	R	Ter		HC ++ E · ~	r			NA			NA		1998
				To:		US 11 EAS	ľ								

Route	Length	AADT	ΟΛ	4Tire	Bus		Maintena Tru			- QC	K	QK	Dir	AAWDT	OW	Year
Montgomery County	Lengur	AADI	QА	41116	bus	2Axle	: 3+Axle	1Trail	2Trail	QC	Factor	QI	Factor	AAWDI	QVV	i eai
	0.00	0000	_	From:		Pulask	ci County L	ine			NIA			NIA.		4000
(605)	0.90	2300	R	To:		SC	L Radford				NA			NA		1998
				From:			60-673									
606	2.00	80	R								NA			NA		12/17/2001
				To:			60-669									
	0.05	50	R	From:			60-637				NA			NA		12/03/2001
607)	0.05	30	K	To:		0.05	101 (0 (2	7	1		INA			INA		12/03/2001
607)	0.95	40	R	From:		0.05	MN 60-63	/			NA			NA		12/03/2001
001)				To:		Γ	Dead End									
$\sim$				From:			60-637									
608	0.09	20	R	To		T	Dead End				NA			NA		12/03/2001
				From:												
(609)	1.79	90	R			Floyd	l County Li	ne			NA			NA		12/05/2001
				To:		1.79	MN OF CI	L								
609	2.90	20	R	From:							NA			NA		12/03/2001
				To:		4.69	MN OF CI	L								
609	1.31	70	R								NA			NA		12/03/2001
				From:		6.00	MN OF CI	L								
609	0.13	100	R								NA			NA		12/03/2001
	0.00	400		From:		6.13	MN OF C	L								10/00/0004
609	0.08	100	R	To:		60-6	537 SOUTH	1	1		NA			NA		12/03/2001
$\widehat{}$				From:			37 NORTH									
609	2.10	160	R	To:		D1E.	1. C T				NA			NA		12/03/2001
				From:			d; Gap Ten d; Gap Ten									
(609)	1.20	20	R	<u>-</u>					<u>.</u>		NA			NA		12/03/2001
				To: From:			60-634									
609	2.21	70	R								NA			NA		12/03/2001
$\bigcirc$	0.00	040		From:		US	11; US 460	0			NIA			NIA		40/40/0004
609	0.09	610	R	To:			60-753		1		NA			NA		12/12/2001
				From:			60-612									
(610)	3.20	240	R								NA			NA		1998
				To:			l County Li	ne								
	0.70	2100	G	From: 96%	0%	2%	60-615 1%	1%	0%	С	0.101	F	0.818	2200	G	2003
612	0.70	2100	G	90 /0	0 70			1 /0	0 /0	ı	0.101	•	0.010	2200	G	2003
(612)	0.80	1800	G	From: 96%	0%	2%	60-729 1%	1%	0%	F	0.105	F	0.726	1900	G	2003
012				To			60-610									
612	1.40	1300	G	96%	0%	2%	1%	1%	0%	F	0.107	F	0.707	1300	G	2003
				To:		Floyd	l County Li	ne								
$\bigcirc$				From:		Γ	Dead End									1011=10001
613)	0.60	20	R								NA			NA		12/17/2001
(42)	0.90	140	R	From:			60-620				NA			NA		12/17/2001
613)				To:		60-	-693 EAST				11/7					
$\bigcirc$		465	_	From:	001	60-	693 WEST		001	^	0.007	_	0.000	400		0000
613)	0.94	460	G	96% To:	2%	2% Pulask	0% ci County L	1%	0%	С	0.094	F	0.628	460	G	2003
				From:			County Li									
614)	0.40	40	R	<u> </u>							NA			NA		12/05/2001
				To:			60-612									

					Mont	gomery	Mainten	ance Are	ea							
Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Montgomery County				From:		Flove	d County L	ine	T							
615)	2.40	1000	G	96%	0%	2%	1% 60-612	1%	0%	F	0.107	F	0.676	1000	G	2003
615)	1.75	3500	G	96%	0%	2%	1%	1%	0%	С	0.106	F	0.718	3500	G	2003
615)	2.22	3000	G	95%	1%	2%	1% 575 NORT	1%	0%	F	0.107	F	0.741	3100	G	2003
615)	2.25	3200	G	95% To:	1%	2%	1% Christiansb	1%	0%	С	0.105	F	0.669	3200	G	2003
				From:			60-673									
616)	2.80	40	R	To:			8 NORTH				NA			NA		12/17/2001
616)	2.60	480	R	From:			8 SOUTH				NA			NA		1998
$\widehat{}$				From:			-601 EAST									
616	2.50	45	R	To:		Ell C		(0 (17			NA			NA		12/05/2001
				From:			unty Line;									
617)	2.26	190	R				l County L				NA			NA		1998
617)	0.20	120	R	From:			unty Line;				NA			NA		12/05/2001
617)	2.56	47	R	From:			unty Line;				NA			NA		12/05/2001
617)	0.04	50	R	From:		2.56	MN 31-61	17	<u>_</u>		NA			NA		12/05/2001
617)	0.05	160	R	From:			60-601		<u> </u>		NA			NA		1998
617)	0.85	180	R	From:			60-615	)1	<u> </u>		NA			NA		12/05/2001
				From:			60-705		<u> </u>							
619	1.80	48	R	To:			Dead End				NA			NA		01/08/2002
				From:		Pulask	ci County I	ine								
620	0.10	110	R	To			60-710				NA			NA		1998
620	1.50	90	R	From:			50 / 10				NA			NA		12/17/2001
				To:			60-613									
621)	3.93	200	R	From:			US 460				NA			NA		1998
	7.54	400		To- From:		3.93	MN US 4	60			N/A			N.I.A.		04/40/0000
621)	7.54	100	R	To:		Craic	g County Li	ine	1		NA			NA		01/10/2002
				From:			60-603		1							
622	2.74	280	R	To:							NA			NA		12/12/2001
622)	2.90	120	R	From:			60-713				NA	_		NA		12/12/2001
	2.05	350	R	From:			60-629				NA			NA		12/12/2001
622)				To:		Roanol	ke County	Line			14/7					
			_	From:			Dead End									4000
623	0.98	240	R	To		60-	652 WEST				NA			NA		1998

					Montgomery Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QC Factor QK	Dir Factor AAWDT QV	V Year
Montgomery County				From:	60-652 WEST	1		
623	0.17	20	R	<u> </u>	00 032 WEB1	NA	NA	1998
				To-	60-652 EAST	]		
				From:	ECL Blacksburg			
624	1.83	1800	R			NA	NA	1998
				From:	60-1109	]		1000
624)	8.45	650	R	To:	Roanoke County Line	NA 1	NA	1998
				From:	60-652 EAST	İ		
625	1.93	520	R	<u> </u>	00-032 LAG1	NA NA	NA	1998
				To: From:	60-652 WEST	1		
625	1.65	470	R	From:	00 000	NA	NA	1998
				To:	Giles County Line			
$\bigcirc$				From:	Dead End			
626	0.20	360	R			NA -	NA	12/12/200
	4.05	500		From:	60-740 WEST	]	NIA	40/40/000
626)	1.05	530	R	To:	US 11; US 460	NA 1	NA	12/12/200
				From:	60-600	1		
627)	0.40	40	R	<u> </u>	00-000	NA	NA	01/08/200
				To:	60-658	]		
<u> </u>				From:	60-785	]		
628	1.70	30	R			NA	NA	01/10/200
				To: From:	1.70 MN 60-785	]		
628	1.20	40	R	To:	(0.(24	NA 1	NA	01/10/200
				From:	60-624			
629	1.95	600	R	rioin.	60-603	J NA	NA	12/12/200
629	1.00			To:	60-622	]		12/12/200
				From:	60-785			
630	1.60	40	R			NA	NA	01/10/200
				To:	60-624			
	0.00	000	_	From-	Dead End		NIA	4000
631)	2.23	830	R			NA •	NA	1998
	0.13	940	R	From:	60-732	NA	NA	1998
631)	0.13	340	K	To:	US 11	]	IVA	1990
				From:	Dead End			
632	0.50	48	R			NA	NA	12/03/200
				To:	60-633			
$\bigcirc$				From:	Dead End			
633	1.20	100	R			NA	NA	1998
	0.70	4000	_	From:	60-632	<u> </u>	NIA.	4000
633	0.70	1000	R	To:	US 11	NA 1	NA	1998
				From:	Dead End	1		
634)	0.25	20	R	<u> </u>	DCAU EHU	NA	NA	12/03/200
				То:	60-609			
_				From:	Dead End			
635)	0.85	100	R	_		NA	NA	12/12/200
				To:	60-603			
	1 10	240	Б	From:	US 11 & 460 SOUTH	) NA	NJA	10/47/000
636)	1.19	240	R	To	60-820	NA 1	NA	12/17/200
					00-020	1		-

							Tru			_	K		Dir			
Route	Length	AADT	QA	4Tire	Bus		3+Axle			$\cap$	Factor	QK	Factor	AAWDT	QW	Year
Montgomery County				From:			60-820									
636	1.89	130	R								NA			NA		12/12/2001
636)	2.70	200	R	From:			60-821				NA			NA		12/12/2001
636)				To- From:		2.70	ME 60-821									
636	0.45	360	R	To:		IIS 11 A	& 460 NOR	тн	1		NA			NA		12/12/2001
				From:			60-753									
637	0.12	370	G	95%	1%	2%	1%	1%	0%	F	0.176	F	0.649	370	G	2003
	0.14	3100	G	From: 95%	1%	US :	11; US 460 1%	1%	0%	F	0.105	F	0.686	3100	G	2003
637)	0.14	0100		To	170		60-690	170			0.100		0.000	0100		
637)	1.82	2400	G	95%	1%	2%	1%	1%	0%	С	0.104	F	0.68	2500	G	2003
	2.00	2000	G	From:	10/		60-816	10/	00/		0.100	F	0.722	2100		2002
637)	2.00	2000	G	95%	1%	2%	1% 71 NORTH	1%	0%	F	0.102	Г	0.733	2100	G	2003
637)	1.24	1300	G	95%	1%	2%	1%	1%	0%	F	0.107	F	0.646	1400	G	2003
				To: From:			09 SOUTH									
637	0.74	920	G	95%	1%	2%	1%	1%	0%	F	0.101	F	0.798	940	G	2003
637)	2.09	510	R	From:			60-687		ļ		NA			NA		1998
				To- From:			60-607		1							
637) 637)	0.17	70	R	FIGHT.							NA			NA		1998
	0.83	60	R	From:		0.17	ME 60-607	1			NA			NA		12/03/2001
(637)	0.63	00	N .	To		Dead Eng	l; Gap Tern	ninus			INA			INA		12/03/2001
637)	0.90	70	R	From:							NA			NA		1995
				To: From:	R		ounty Line;	80-669								
638)	3.50	100	R	Pioni.			60-639				NA			NA		12/03/2001
				To:			60-637									
(639)	1.20	470	R	From:			60-772				NA			NA		1998
(639)	1.20	470		To:			60-742		ļ		147.			147 (		
(639)	0.07	90	R	From:			00 7.12				NA			NA		1998
	1.00		_	From:		0.07	MN 60-742	2								40/00/0004
(639)	1.33	80	R	To:			(0. (7.5		1		NA			NA		12/03/2001
(639)	2.20	120	R	From:			60-675				NA			NA		12/03/2001
				To:			60-637									
(640)	0.70	1000	R	From:		SCL C	Christiansbu	rg			NA			NA		1998
(640)	0.70	1000		To-			60-1415		ļ		147.			147 (		
(640)	1.40	50	R	From:							NA			NA		12/17/2001
	4.04	4-		To: From:		1.40	MS 60-141	5	}		NIA			N14		40/47/0001
640	1.01	45	R	To:		D	ead End				NA			NA		12/17/2001
				From:			ead End									
641)	0.21	80	R	To:	NO	Christi	achura: Ca	Tormin			NA			NA		12/17/2001
				From:			sburg; Gap sburg; Gap									
(641)	1.34	340	R	To:		HC	460, US 11		1		NA			NA		1998
						U.S	.00, 00 11									

					IVIOLI	igornei y	iviali ilei ia	iiice Aid	Ja							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			$\cap$	K Factor	QK	Dir Factor	AAWDT	QW	Year
Montgomery County				From:		US 11.8	& 460 SOU	TH	Ī							
(641)	4.17	920	R			00111	<u>• 100 BG C</u>				NA			NA		12/17/200
				To-			60-603									
				From:		US 4	60 NORTH									
642	0.43	220	G	95%	0%	2%	2%	0%	0%	С	0.150	F	0.621	230	G	2003
				To: From:		US 4	60 SOUTH	I								
(642) (642)	0.99	2300	G	77%	0%	5%	14%	2%	0%	С	0.085	F	0.522	2400	G	2003
				To: From:			60-643									
(642)	1.50	1600	G	77%	0%	5%	14%	2%	0%	F	0.105	F	0.575	1600	G	2003
				To:			60-603									
				From:		NCL C	Christiansbu	ırg								
643)	0.95	210	R								NA			NA		01/08/2002
				To- From:		0.95 N	MN OF NC	L								
643	2.79	140	R								NA			NA		01/08/2002
				To			60-642									
643)	0.65	1200	R	From:			<del></del>				NA			NA		1998
				To:		SCL	Blacksburg	g								
				From:			60-723									
644)	0.10	550	R								NA			NA		1998
				To:			60-776									
644)	0.23	370	R	From:							NA			NA		1998
				To:		0.23	ME 60-776									
644	0.32	110	R	From:		0.23	WIL 00-770	,			NA			NA		01/10/2002
644)	0.02			Tee			(0, (00		1							0
(W)	0.30	70	R	From:			60-699				NA			NA		01/10/2002
644)	0.50	70	1	To:		-	50-1430				IVA			IVA		01/10/2002
				From:			ead End									
645)	0.18	45	R				cau Enu				NA			NA		01/08/2002
645)				To:			60-666									
				From:			60-603									
647)	0.50	130	R								NA			NA		12/12/200
				To:		D	ead End									
				From:		ECL	Blacksburg	3								
(648)	2.11	1200	R								NA			NA		1998
				To:		D	ead End									
				From:		1	US 460									
(649)	0.32	960	R								NA			NA		1998
				To: From:			60-810									
649	1.25	250	R	110111.							NA			NA		1998
				To:			60-624									
				From:		60-6	525 WEST									
652	3.85	1500	R								NA			NA		1998
				To: From:	60-6	555 Long S	Shop Rd/Mt	t. Zion Ro	i							
(652) McCoy Rd	0.44	1900	G	96%	1%	2%	0%	1%	0%	F	0.108	F	0.704	2000	G	2003
				To: From:		60-	-735 West									
(652)	3.02	2400	G	96%	1%	2%	0%	1%	0%	С	0.108	F	0.647	2400	G	2003
				To:			Prices Fork									
				From:		Floyd	County Lin	ne								
653	0.26	290	R	-			-				NA			NA		1998
				To-			60-637									
				From:		60-685	Prices Fork	Rd								
654)	1.50	430	R	-							NA			NA		1998
				To:	60-6	655 Long S	Shop Rd/Mt	t. Zion Ro	i							

					IVION	gomery Mainter	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Montgomery County															
	0.40		_	From:	40/	60-652 McCoy		201	_		_			_	
(655)	2.12	270	G	96%	1%	2% 0%	0%	0%	F	0.122	F	0.527	270	G	2003
				To: From:		60-781		-							
(655) Long Shop Rd/Mt. Zion	3.64	860	G	96%	1%	2% 0%	0%	0%	С	0.102	F	0.747	870	G	2003
3 .				To:		WCL Blacksb	urg								
				From:		60-625		1							
	0.13	50	R			00-023				NA			NA		1998
(656)	0.13	50	K	To		611.6		1		INA			INA		1990
						Cul-de-Sac									
				From:		NCL Christians	burg								
657	1.15	2700	R							NA			NA		1998
				To: From:		60-808									
657)	3.60	1600	R	From:						NA			NA		1998
031)				To:		60-685 WES	Т	1							
				From:		60-685 EAS									
657	1.10	420	R							NA			NA		1998
001)				To:		Dead End									
				From:			20								
	0.07	2400	_		40/	SR 177; 60-6		00/	_	0.400	_	0.000	2400	_	2002
658	0.27	3100	G	96%	1%	2% 0%	1%	0%	F	0.106	F	0.666	3100	G	2003
				To: From:		60-627									
658	0.85	3100	G	96%	1%	2% 0%	1%	0%	F	0.106	F	0.654	3100	G	2003
				To:		(0.677									
	0.04	0000	_	From:	40/	60-677	40/		_	0.445	_	0.04	0000	_	0000
658	2.04	2900	G	96%	1%	2% 0%	1%	0%	F	0.115	F	0.61	2900	G	2003
				To: From:		60-693		-							
658	0.41	2900	G	96%	1%	2% 0%	1%	0%	С	0.114	F	0.621	3000	G	2003
300				To:		SR 8		1							
				From:			т								
	4.00	700	_	r ioin.		SR 114 WES	1			NIA			NIA		4000
659	1.98	720	R							NA			NA		1998
				To:		SR 114 EAS	Γ								
				From:		60-719									
660	1.70	120	R							NA			NA		01/08/200
				To:		WCL Christians	burg								
				From:		NCL Christians	hura								
	0.98	350	R	<u> </u>		IVEL CHIIStians	ouig			NA			NA		1998
661)	0.90	330	K							INA			INA		1990
				From:		60-662		-							
661)	0.10	130	R							NA			NA		01/08/200
				To:		0.10 MN 60-6	62								
	0.95	170	F	From: 97%	1%	1% 1%	0%	0%	С	0.133	E	0.682	170	F	2003
(661)	0.95	170	Г	91 70 To:	1 70			0%	C	0.133	Г	0.002	170	Г	2003
				From:		WCL Christians									
	0.60	620	R	<u> </u>		Dead End; Gap Te	minus			NA			NA		1998
(661)	0.60	620	ĸ	To:		GD 1114		1		INA			NA		1990
						SR 114									
				From:		WCL Christians	burg								
662	0.70	310	R							NA			NA		1998
				To:		US 11 EAS									
				From:		US 11 WES	Γ								
662	0.50	150	R							NA			NA		1998
				To:		60-661									
				From:		US 11		<u> </u>							
600	0.88	1900	G	98%	0%	2% 0%	0%	0%	С	0.108	F	0.5	2000	G	2003
663	0.00	1300	3	JU /0	J /0		J /0	<u> </u>	C	0.100	'	0.5	2000	J	2000
				From:		60-720									
663)	3.64	720	G	98%	0%	2% 0%	0%	0%	F	0.125	F	0.557	730	G	2003
				To:		SR 114; 60-6	35								
				From:		Dead End									-
664)	0.40	NA		<u> </u>		Deau Ellu				NA			NA		
(004)	0.40	IVA		To:		0.40 ME D- 1	End	1		14/4			INA		
						0.40 ME Dead	ena								

							iviali iterie									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			(1(,	K Factor	QK	Dir Factor	AAWDT	QW	Year
Montgomery County				From:		0.40 N	IE Dead E	nd	1							
664)	1.10	190	R					iid			NA			NA		1998
	1.15	910	R	From:		60-7	787 WEST		-		NA			NA		1998
664	1.13	310	K	To:		9	SR 177		1		INA			INA		1990
				From:			ead End									
665	0.95	80	R								NA			NA		01/08/2002
(CCE)	0.44	370	R	From:			60-787				NA			NA		1998
665)	0.11	0.0		To:		FR-	58 WEST							10.		1000
$\bigcirc$				From:		FR-	-58 EAST									
665)	0.41	320	R	To:		D	ead End				NA			NA		1998
				From:												
666	0.36	1200	G	96%	0%	3%	60-600 0%	1%	0%	F	0.09	F	0.516	1200	G	2003
666	0.50	1200	J	JU 70	070			1 /0	070	•	0.00	'	0.010	1200	O	2000
666	1.48	1000	G	From: 96%	0%	3%	FR-59 <b>0</b> %	1%	0%	F	0.089	F	0.560	1000	G	2003
666	1.40	1000	J	JU 70	070			1 /0	070	•	0.005	'	0.500	1000	O	2000
(666)	3.12	1600	G	From: 96%	0%	3%	60-724 0%	1%	0%	С	0.099	F	0.55	1700	G	2003
666	0.12	1000	·	To:	070		Christiansb		070	J	0.000	•	0.00	1700	Ü	2000
				From:			ead End									
667)	0.93	100	R				eua Ena				NA			NA		01/08/2002
001)				To:		0.02 N	IE Dead E	nd								
667)	0.06	100	R	From:		0.93 IV	IE Deau E	iiu			NA			NA		01/08/2002
(007)	0.00			To			60-600									0 00. 2002
				From:			60-600		Ī							
(668)	0.70	30	R	<u> </u>			00 000				NA			NA		12/17/2001
				To:		1	60-669									
				From:		-	60-693									
(669) Fairview Church Rd	3.60	830	G	93%	2%	4%	1%	1%	0%	F	0.105	F	0.663	840	G	2003
				To:			60-670		-							
(669) Fairview Church Rd	1.10	690	G	93%	2%	4%	1%	1%	0%	F	0.106	F	0.753	700	G	2003
				To:			SR 8		1							
(669) Union Valley Rd	0.04	1600	G	93%	2%	4%	1%	1%	0%	F	0.101	F	0.640	1600	G	2003
,				To			60-671									
(669) Union Valley Rd	4.20	860	G	93%	2%	4%	1%	1%	0%	С	0.121	F	0.798	870	G	2003
009	1.20	000		To:			60-615	170		Ū	0.121	•	0.700	0.0	Ŭ	2000
				From:			60-669		l							
670	1.20	400	R	<u> </u>							NA			NA		1998
0,0				To			SR 8									
				From:			SR 8									
671)	0.46	160	R								NA			NA		1998
				To			60-669		1							
671)	0.10	150	R	From:			00 00)				NA			NA		1998
				To			60-704									
671	1.20	110	R	From:			00-704				NA			NA		12/05/2001
671)				To:		D	ead End									
<u> </u>				From:			ead End									
672	0.35	6	R								NA			NA		12/17/2001
				To:			60-692									
672	0.70	110	R	From:			00-072				NA			NA		12/17/2001
672				To			60 672		1							
672)	2.20	200	R	From:			60-673				NA			NA		12/17/2001
672	2.20		.,	To:			60-600				14/1			1 1/7		12, 11,2001

					Workgomery Waintenance 7 trea						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QC Factor	QK	Dir Factor	AAWDT	QW	Year
Montgomery County				From:		1					
673)	2.50	230	R	FIOIII.	60-672	l NA			NA		1998
(073)				To:	SR 8	<u> </u>					
				From:	Dead End	1					
674	2.35	130	R			NA			NA		12/05/2001
				To:	60-675 NORTH	<b> </b>					
674)	2.40	210	R			NA			NA		1995
				To: From:	2.40 MN 60-675	]					
674)	0.80	280	R			NA			NA		1998
				To: From:	60-676	}					
674)	0.70	400	R			NA			NA		1998
				To:	60-615						
$\bigcirc$				From:	SR 8						
675)	3.20	420	R		60 644 90 7 1977	NA			NA		1998
				To: From:	60-615 SOUTH 60-615 NORTH						
675)	4.40	40	R	<u> </u>	00-013 NORTH	NA			NA		12/05/2001
073				To:	60-674 SOUTH	]					
$\bigcirc$				From:	60-674 NORTH						
675	1.20	10	R			NA			NA		12/05/2001
				To: From:	Dead End; Gap Terminus  Dead End; Gap Terminus						
675)	0.70	40	R		Dead End, Gap I eminus	NA NA			NA		12/03/2001
073)	00			To:	60-639	1					,,
				From:	Dead End						
676)	0.90	80	R			NA			NA		12/05/2001
				To:	60-674						
				From:	Dead End						
(677)	0.50	20	R			NA			NA		01/08/2001
				To:	60-658						
				From:	SR 8						
678	0.80	30	R			NA			NA		12/05/2001
				To:	60-616						
				From:	60-669						
679	1.80	300	R	To:	(0.615	NA I			NA		1998
				_	60-615						
	1.60	720	В	From:	ECL Blacksburg	) NA			NIA		1000
(681)	1.60	720	R	To:	60-1260	NA I			NA		1998
				From:		<u> </u>					
602)	0.45	200	R		60-753	NA			NA		12/12/2001
(682)	0.10	200	•••	To:	Dead End	1			100		12/12/2001
				From:	Dead End						
(683)	0.64	20	R	<u> </u>	D viid Esta	NA			NA		12/12/2001
				To:	0.64 ME Dead End						
			_	From:	0.65 ME Dead End	]					
683	0.66	80	R	To:	(0.622	NA 1			NA		12/12/2001
					60-622						
	0.60	420	P	From:	Dead End	NIA.			NA		12/10/2004
684	0.60	120	R	To-	60-655 Long Shop Rd/Mt. Zion Rd	NA I			INA		12/10/2001
				From:		l.					
685) Prices Fork Rd	2.04	8900	G	98%	SR 114; 60-663 0% 1% 0% 0% 0%	F 0.097	F	0.54	9000	G	2003
685) Prices Fork Rd	∠.∪ᠲ	3300	3	JO /6		1 0.0 <i>81</i>	'	∪.∪ <del>-1</del>	3000	J	2000
Prince Fork Dd	1 20	0000		From:	60-705	E 0.007		0.546	0400		2002
685 Prices Fork Rd	1.20	9000	G	98% To:	0% 1% 0% 0% 0% 60.652 McCov Pd	F 0.097	F	0.546	9100	G	2003
					60-652 McCoy Rd	<u> </u>					

					Mont	gomery Mainte	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Montgomery County				From:		(0. (52.) (. ()	D.1	1							
(605)	0.10	8400	G	98%	0%	60-652 McCo		0%	F	0.107	F	0.601	8500	G	2003
(685)	0.10	0400	Ŭ	To:	070	60-736	070	070	•	0.107	•	0.001	0000	O	2000
(685) Prices Fork Rd	0.30	11000	G	From: 98%	0%	1% 0%	0%	0%	F	0.097	F	0.574	12000	G	2003
000				To:		60-654									
(685) Prices Fork Rd	1.38	12000	G	98%	0%	1% 0%	0%	0%	С	0.102	F	0.614	13000	G	2003
				To:		WCL Blacks	ourg								
$\overline{}$				From:		60-622 EAS	ST								
686	0.35	20	R	To:		(0, (22 WE)	OT.			NA			NA		12/12/2001
				From:		60-622 WE	51								
697	0.05	60	R			60-637				NA			NA		12/03/2001
687)				To		0.05 ME 60-	627								
687)	1.25	60	R	From:		0.03 MIE 00-	037			NA			NA		12/03/2001
				To:		Dead End									
				From:		US 11									
688	0.94	4500	G	96%	0%	1% 0%	2%	0%	С	0.095	F	0.61	4600	G	2003
				To:		ECL Radfo		l							
	0.11	50	R	From:		Dead End				NA			NA		12/12/2001
689	0.11	30	IX	To:		60-622				INA			INA		12/12/2001
				From:		Dead End									
690	1.00	300	R					<u> </u>		NA			NA		1998
				To-		60-637									
$\bigcirc$				From:		60-672									
691)	0.87	50	R	To:		DJ.F				NA			NA		12/17/2001
				Erom:		Dead End									
692)	0.80	40	R			60-672				NA			NA		12/17/2001
092)				To:		60-695									
				From:		60-613 WE	ST								
(693)	0.19	790	G	97%	0%	2% 0%	1%	0%	F	0.1	F	0.78	800	G	2003
				From:		60-613 EAS									
(693)	3.20	2100	G	97%	0%	2% 0%	1%	0%	F	0.105	F	0.809	2100	G	2003
0				From:		60-600 WE									
693)	0.14	2800	G	97%	0%	2% 0%	1%	0%	F	0.105	F	0.727	2800	G	2003
				From:		60-600 EAS									
693)	3.65	1400	G	97% To:	0%	2% 0% SR 8	1%	0%	С	0.101	F	0.844	1400	G	2003
				From:		ECL Blackst	uro	<u>.</u>							
694)	0.06	740	R			LCL Didekst	rui g			NA			NA		1998
004)				To:		60-1235		1							
694)	0.66	550	R	From:		00 1230				NA			NA		1998
				To:		Dead End									
				From:		Dead End									
695)	3.00	70	R	To:		(0.672				NA			NA		12/17/2001
				From:		60-672	. D.J								
606)	1.00	190	R			60-652 McCo	у Ка			NA			NA		1998
696)				Ter		1.00 3.03 7.0	650								
	0.50	NA		From:		1.00 MN 60-	032			NA			NA		
696)				To		Dead End									
				From:		60-603									
697	0.20	70	R							NA			NA		1998
				To:		Dead End									

					Montgomery Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC K Factor	QK Dir Factor	AAWDT QW	Year
Montgomery County				From:	Dead End				
(699)	0.30	20	R		Dette Ente	NA		NA	01/10/2002
				To:	60-644				
				From:	Dead End/				
701)	0.25	NA		To:	(0.00(57/D))	NA I		NA	
				From:	60-00657(B)/ 60-723				
703	0.30	30	R		00-723	l NA		NA	1998
700)				To:	60-723				
				From:	SR 8				
(704)	0.10	180	R			NA		NA	1998
				To:	60-671				
	1.59	110	R	From:	SR 114	l NA		NA	01/08/2002
705	1.59	110	K			INA.		INA	01/00/2002
700	0.10	110	R	From:	60-619	NA		NA	1998
705)	0.10	110	K		242.27.62.642	INA.		INA	1990
700	0.26	90	R	From:	0.10 MN 60-619	NA		NA	01/08/2002
705)	0.20	30	K	To:	60-685 Prices Fork Rd			INA	01/00/2002
				From:	Dead End				
706	0.30	30	R			NA		NA	12/03/2001
				To: From:	0.30 MN Dead End				
706	1.00	100	R	rioii.		NA		NA	12/03/2001
				To-	US 11; US 460				
$\bigcirc$				From:	Dead End				
(707)	1.00	80	R	To:	CD 0	NA I		NA	12/17/2001
				From:	SR 8				
700	1.14	50	R		60-625	l NA		NA	12/10/2001
708			• • • • • • • • • • • • • • • • • • • •	To	114 MW (0 (25	1.0.1		10.	12/10/2001
709	2.26	130	R	From:	1.14 MW 60-625	NA		NA	1998
708				To:	60-781	1			
(708)	1.30	30	R	From:	00-781	NA		NA	12/10/2001
700				To:	Dead End				
				From:	60-808				
(709)	0.10	70	R			NA		NA	1998
				To:	Dead End				
	1 50	70	D	From:	Dead End	NI A		NIA	12/17/2001
710	1.50	70	R	To:	60-620	NA I		NA	12/1//2007
				From:	60-669				
711)	0.40	30	R		00-00)	NA		NA	1998
				To:	Cul-de-Sac				
				From:	60-723				
712	2.10	60	R	т		NA		NA	01/10/2002
				To:	Dead End				
740	0.90	610	R	From:	60-622	NA		NA	12/12/2001
713)	0.50	310	11	To:	60-603	11/4		1477	1211212001
				From:	60-622				
714)	0.20	10	R			NA		NA	12/12/2001
$\overline{}$				To:	Dead End				
				From:	ECL Blacksburg				
715	0.06	250	R	т.	60.1111	NA		NA	1998
				To-	60-1111				

					Mont	gomery Mainten		3							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Montgomery County				From:		(0.1111		ı							
(715)	0.16	70	R	r rom.		60-1111				NA			NA		1998
(715)	00			To		Cul-de-Sac									
				From:		Dead End									
716	1.63	70	R							NA			NA		12/17/2001
				To: From:		SR 8									
716)	0.02	90	R							NA			NA		12/17/2001
				From:		END LOOP									
716	0.40	30	R	To:		Dead End				NA			NA		12/17/2001
				From:		60-610		<u>.</u> I							
717	1.00	70	R			00-010				NA			NA		12/05/2001
				To:		Dead End									
				From:		60-652 McCoy l	Rd								
718)	1.90	800	R					1		NA			NA		1998
				To:	60-6	55 Long Shop Rd/M	t. Zion Rd								
740	1.83	650	R	From:		60-720				NA			NA		1998
719	1.00	000		To		60-659				IVA			IVA		1330
				From:		60-663									
(720)	0.65	750	R							NA			NA		1998
				To: From:		60-719									
720	2.29	46	R							NA			NA		01/08/2002
				To: From:		2.29 ME 60-71	9	-							
720	0.26	130	R							NA			NA		1998
				From:		US 11 WEST									
720	0.45	80	R	To:		LIC 11 FACT		1		NA			NA		1998
				From:		US 11 EAST		<u> </u>							
(721)	0.38	80	R	FIOIII.		Dead End				NA			NA		1995
(721)	0.00			To		0.28 MS Dood E	n d								
(721)	0.04	80	R	From:		0.38 MS Dead E	iiu			NA			NA		1995
(/21)				To:	60-6	55 Long Shop Rd/M	t. Zion Rd								
				From:		Dead End									
(722)	0.90	20	R	. —						NA			NA		12/03/2001
				To:		60-639									
(723) Ellett Rd	0.19	2400	G	95%	0%	NCL Christiansb	urg 0%	0%	F	0.130	F	0.693	2400	G	2003
723 Ellett Rd	0.10	2400	Ü	JJ 70	070		070	070	'	0.100		0.000	2400	J	2000
(723) Ellett Rd	3.49	1600	G	From: 95%	0%	60-644 3% 1%	0%	0%	С	0.156	F	0.778	1600	G	2003
(723) =	00					60-603 SOUTI				01100	•	00			
(723) Ellett Rd	0.10	3800	G	From: 95%	0%	3% 1%	0%	0%	F	0.121	F	0.61	3800	G	2003
29		-		To:	-	60-603 NORTI									-
(723) Lusters Gate Rd	0.88	2000	G	95%	0%	3% 1%	0%	0%	F	0.105	F	0.548	2000	G	2003
				To:		60-712									
(723) Lusters Gate Rd	0.51	1700	G	95%	0%	3% 1%	0%	0%	F	0.104	F	0.537	1700	G	2003
				To: From:		60-1250									
(723) Lusters Gate Rd	1.52	1800	G	95%	0%	3% 1%	0%	0%	F	0.114	F	0.511	1800	G	2003
				To: From:		60-1260 NORT	Н								
(723) Lusters Gate Rd	0.98	1700	G	95%	0%	3% 1%	0%	0%	F	0.114	F	0.505	1800	G	2003
				To:		60-785									
$\overline{}$	4.00			From:		60-666	_			NIA			N1 A		04/00/0000
(724)	1.60	60	R	To:		60-604		<del></del> 1		NA			NA		01/08/2002
						00-004									

							Tru	ıck		_	K		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle	e 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW	Year
Montgomery County				From:	60.69	55 L ong	Shop Rd/M	t Zion Pd	ī							
725)	1.20	45	R	<u> </u>	00-0.	33 Long	Shop Ru/M	ı. Zioli Ku			NA			NA		12/10/2001
				To:		]	Dead End									
	1.90	40	R	From:			60-615				NA			NA		12/05/2001
726	1.90	40	K	To:			60-612				INA			INA		12/05/2001
				From:		]	Dead End									
(727)	0.17	40	R								NA			NA		1998
				To:			60-603									
(720)	0.70	45	R	From:		]	Dead End				NA			NA		12/05/200
728	0.70	40		To:			60-615				147 (			107.		12/00/200
				From:			60-612									
729	0.50	160	R								NA			NA		1998
				From:		0.50	MN 60-61	2								
729	0.50	120	R	To:		1	Dead End				NA			NA		12/05/2001
				From:			60-624									
730	0.25	120	R	<u> </u>			00-024				NA			NA		1998
				To:		]	Dead End									
$\bigcirc$	0.00	400	_	From:		NCL	Christiansb	ırg			N1.0			NIA		4000
731)	0.08	120	R	To:		NCI.	Christiansb	ıro			NA			NA		1998
				From:		IVEL	60-631	ng.	1							
732)	0.07	70	R				00 031				NA			NA		1998
				To			60-754									
$\bigcirc$	0.00	000	_	From:		]	Dead End				N1.0			NIA		4000
733	0.60	200	R	To:			60-657				NA			NA		1998
				From:			60-785									
734)	0.20	20	R								NA			NA		1998
				To:		]	Dead End									
	0.38	50	R	From:		60-6	52 McCoy F	d			NA			NA		1998
735)	0.36	50	K	To:		60-6	52 McCoy F	.d			INA			INA		1990
				From:		60-6	52 McCoy F	.d								
(736)	0.14	2000	R								NA			NA		1998
				To:			Prices Fork	Rd								
(727)	0.15	60	R	From:		]	Dead End				NA			NA		1998
737	0.10		.`	To:		0.15	MN Dead E	nd								1000
737)	0.23	380	R	From:		0.13	WIN Dead E	iiu			NA			NA		1998
				To: From:			60-1279									
(737)	0.88	1800	R	FIOIII.							NA			NA		1998
				To:		60-685	Prices Fork	Rd								
700	0.23	400	R	From:			60-763				NA			NA		1998
738)	0.23	400	IX	To:			60.720				INA			INA		1990
738	0.05	810	R	From:			60-739				NA			NA		1998
738)				To:			US 11		[							
				From:			Dead End									
739	0.20	400	R	To:			60.729		1		NA			NA		1998
				From:			60-626									
740	0.27	90	R				00-020				NA			NA		12/12/2001
				To:			60-626									

					Workgomery Waintenance 7 trea			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- C K QK Dir Factor Factor	AAWDT QW	Year
Montgomery County				From:	60-631			
(741)	0.90	100	R		00-031	NA	NA	12/03/200
				To	Dead End			
				From:	Dead End			
742	0.20	60	R			NA	NA	12/03/200
				To:	0.20 ME Dead End			
742	0.40	48	R	From:		NA	NA	12/03/200
				To:	0.60 ME Dead End			
742)	0.02	48	R	From:	0.00 ME Bead End	NA	NA	12/03/200
(142)	***			To:	60-639			
				From:	Dead End			
743	0.20	10	R		100	NA	NA	12/03/200
				To:	0.20 MN Dead End			
(743)	0.01	10	R	From:	0.20 WIN Dead Elid	NA	NA	12/03/200
(143)	0.01			To:	60-639	10.1	101	12/00/200
				From:	60-655 Long Shop Rd/Mt. Zion Rd			
744)	0.70	80	R	<u> </u>	00-055 Long Shop Ra/Wit. Zion Ru	NA	NA	12/10/200°
(744)				To:	Dead End			
				From:	US 11 & 460 SOUTH			
745)	0.50	1000	R	<u> </u>		NA	NA	12/12/2001
				To	60.749			
745	0.04	260	R	From:	60-748	NA	NA	12/12/200
(745)	0.01	200		To:	US 11 & 460 NORTH	10.1	101	12/12/200
				From:	Dead End			
746	0.11	100	R	<u> </u>	Dead End	NA	NA	1998
(746)	• • • • • • • • • • • • • • • • • • • •		••	To	60-737			
				From:	Dead End			
(747)	0.25	20	R		Bout Did	NA	NA	01/10/2002
(4)				To:	60-785			
				From:	60-745			
748)	0.05	250	R			NA	NA	12/12/2001
				To:	Dead End			
				From:	60-785			
(749)	0.15	30	R			NA	NA	01/10/2002
				To:	Cul-de-Sac			
				From:	SR 114			
(750)	0.25	70	R			NA	NA	1998
				To:	Dead End			
_				From:	60-738			
751)	0.07	120	R			NA	NA	1998
				To:	60-739			
				From:	Dead End			
752	0.25	90	R			NA	NA	01/10/2002
				To-	60-603			
$\sim$				From:	US 11 & 460 SOUTH			
(753)	0.81	530	G	94%	1% 4% 0% 0% 0%	F 0.103 F 0.509	530 G	2003
				From:	60-637			
753	0.75	460	G	94%	1% 4% 0% 0% 0%	C 0.128 F 0.525	470 G	2003
				To:	US 11 & 460 NORTH			
				From:	US 11			
754)	0.50	420	R			NA	NA	1998
				To:	60-631			
				From:	Dead End			
755)	0.10	20	R	_		NA	NA	12/03/2001
				To:	60-637			

					Workgornery Wainterlance 7 trea			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QK Dir Factor Facto		V Year
Montgomery County				From:				
(756)	0.15	70	R		60-626	NA	NA	12/12/2001
				To:	Dead End			
$\bigcirc$	0.50	20		From:	60-637	NIA	NIA.	40/00/0004
757	0.58	90	R	To:	Dead End	NA I	NA	12/03/2001
				From:	NCL Christiansburg			
758)	0.25	30	R			NA	NA	12/17/2001
				To:	Dead End			
<u></u>	0.31	440	R	From:	60-661	NA	NA	1998
760	0.51	440	K	To:	SR 114	INA	IVA	1990
				From:	60-613			
761	0.27	40	R			NA	NA	1998
				To:	Dead End			
<u></u>	0.09	440	R	From:	60-600	NA	NA	1998
762	0.09	440	IX	To:	(0.7(2	INA	INA	1990
762	0.17	130	R	From:	60-763	NA	NA	1998
(102)				To:	Cul-de-Sac			
				From:	60-762			
763	0.16	140	R			NA	NA	1998
				From:	60-764			
763	0.25	240	R	To:	60-738	NA I	NA	1998
				From:	Cul-de-Sac			
(764)	0.04	20	R	<u> </u>	cur de sue	NA	NA	1998
				To:	60-763			
$\bigcirc$	2.22		_	From:	Dead End			4000
765	0.39	80	R	To:	60-665	NA I	NA	1998
				From:	Dead End			
766	0.17	450	R		Dead End	NA	NA	1998
				To:	60-1217			
(766)	0.33	800	R			NA	NA	1998
				To:	WCL Blacksburg			
(707)	0.15	100	R	From:	60-808	NA NA	NA	1998
767)	0.10	100		To:	Dead End	147.	107	1000
				From:	60-625			
768)	0.43	60	R			NA	NA	12/10/2001
				To:	Dead End			
700	0.25	10	R	From:	60-825	NA NA	NA	12/10/2001
769		10		To:	Dead End	ING	14/-3	12/10/2001
				From:	60-657			
770	0.45	70	R			NA	NA	1998
				To:	Dead End			
771)	0.20	20	R	From:	60-637	NA	NA	12/03/2001
(11)	0.20			To	60-637	I W/CI	1 1/23	12/03/2001
				From:	Dead End			
772	0.30	40	R			NA	NA	12/03/2001
				To:	60-639			

					IVION	tgomery I	viaintena	ance Are	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	ıck 1Trail	2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Montgomery County				From:			60-626		- 1							
(773)	0.06	300	R	<u> </u>			00-020				NA			NA		12/12/200
(19)				To-		D	ead End									
				From:		De	ead End									
774) Price Station Rd	1.25	270	G	97%	0%	3%	0%	0%	0%	С	0.290	F	0.790	280	G	2003
				To:			2 McCoy R	ld								
	0.21	400	R	From:		D	ead End				NA			NA		1998
(775)	0.21	400	K	То:		Ţ	JS 460		1		INA			INA		1990
				From:			60-644		1							
776)	0.20	180	R								NA			NA		1998
				To:		De	ead End									
				From:		US 4	60; 60-778									
777	1.58	100	R	_					1		NA			NA		1998
				To:			Blacksburg	g								
$\bigcirc$	0.00	00	_	From:		D	ead End				N.1.0			NIA		4000
778	0.23	60	R	To:		IIS A	60; 60-777	,			NA			NA		1998
				From:												
(770)	0.40	NA				De	ead End/				NA			NA		
779	0.40	147		To:		60-0	00652(B)/				14/ (			14/ (		
				From:			ead End									
780	0.10	20	R				2110				NA			NA		12/03/200
				To:		(	60-637									
_				From-	60-6	655 Long S	hop Rd/Mt	t. Zion Ro	l l							
781	2.04	360	R								NA			NA		1998
				Tn-		(	50-708									
$\bigcirc$			_	From:		(	50-757									
782	0.60	20	R	To:		D	15 1		1		NA			NA		12/03/200
				From:			ead End									
<del></del>	0.20	210	R	FIOIII.		D	ead End				NA			NA		01/08/200
783	0.20	210	IX.	То:		1	US 11				INA			INA		01/00/200
				From:			ead End									
(784)	0.42	70	R	<u> </u>			cua Ena				NA			NA		12/10/200
				То:		(	60-625									
				From:		ECL	Blacksburg	3								
(785)	1.01	2200	G	97%	0%	2%	0%	0%	0%	С	0.105	F	0.608	2300	G	2003
				To: From:		(	60-815									
785	1.39	1700	G	97%	0%	2%	0%	0%	0%	F	0.110	F	0.618	1700	G	2003
				To-		(	50-723									
(785)	4.07	520	G	97%	0%	2%	0%	0%	0%	F	0.11	F	0.53	520	G	2003
				To			60-628									
(785)	4.00	260	G	97%	0%	2%	0%	0%	0%	F	0.119	F	0.578	260	G	2003
				To:		Roanoke	e County L	ine								
				From:		D	ead End									
786	0.64	60	R								NA			NA		1998
				To:		60-652	2 McCoy R	d								
$\bigcirc$			_	From:		Floyd Cou				_					_	
(787)	4.89	960	G	96%	0%	2%	1%	1%	0%	С	0.110	F	0.875	970	G	2003
				To: From:		(	60-693									
(787)	4.81	780	R	_							NA			NA		1998
				To: From:			64 EAST 64 WEST									
1.	1.70	210	R	<u> </u>		00-0	OT WEST				NA			NA		1998
787				То:		SCI	Radford									

					Montgomery Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC K QK Dir Factor Factor	AAWDT QV	V Year
Montgomery County				From:	Cul-de-Sac			
788)	0.07	20	R		em de sue	NA	NA	1998
				To: From:	60-789			
788	0.08	60	R	To:	60-693	NA I	NA	1998
				From:				
789	0.15	20	R		60-788	NA NA	NA	1998
(100)				To	Cul-de-Sac			
				From:	Floyd County Line			
790	0.30	40	R	т	(2, (27	NA I	NA	12/03/200
				From:	60-637			
(702)	0.20	200	R	From:	Dead End	l NA	NA	1998
792)	0.20	200		To	US 11	14/1	10.0	1000
				From:	Dead End			
793)	0.25	30	R			NA	NA	12/05/200
				To:	60-610			
$\bigcirc$				From:	Dead End			1000
794)	0.20	120	R	To:	US 11	NA I	NA	1998
_				From:				
705	0.07	80	R		Dead End; .07 MW US 11	NA NA	NA	12/17/200
795)				To:	US 11	<u> </u>		
795)	0.08	5	R	From:	03 11	NA	NA	12/17/200
(100)				To:	Dead End; .08ME US 11			
				From:	Dead End			
796	0.09	40	R	_		NA	NA	1998
				To:	60-723			
	0.40	400		From:	Dead End	NIA	NIA	1000
798)	0.40	100	R	To:	US 11	NA I	NA	1998
				From:	Dead End			
799	0.03	20	R	<u> </u>	Dette Ente	NA NA	NA	1998
				To: From:	60-800			
(799)	0.06	110	R	From:		NA	NA	1998
				To:	SR 114			
$\bigcirc$			_	From:	60-799			4000
800	0.20	46	R	To:	SR 114	NA I	NA	1998
				From:	Cul-de-Sac			
802	0.35	40	R		Cui-ue-sac	NA NA	NA	1998
002				To:	60-810			
				From:	Cul-de-Sac			
803)	0.07	20	R			NA	NA	1998
				To:	60-810			
	0.20	30	R	From:	60-785	NA NA	NA	01/10/200
804)	0.20	30	11	To:	Dead End	INA	INC	01/10/200/
				From:	Cul-de-Sac			
805)	0.83	130	R	4		NA	NA	1998
				To	60-810			
805)	0.16	290	R	From:		NA	NA	1998
$\bigcup$				To:	60-806			
		_		From:	60-624			
806)	1.20	260	R	To:	(0.905	NA I	NA	1998
				10.	60-805			

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K	QK Dir Factor	AAWDT QV	V Year
Montgomery County				From:	60-805				
806	0.38	240	R		60-803	NA		NA	1998
				To: From:	60-807				
806	0.40	200	R	To:	60.010	NA		NA	1998
				From:	60-818 Cul-de-Sac				
807	0.19	30	R		Cui-de-Sac	NA		NA	1998
				To:	60-806				
$\bigcirc$	0.05	4400		From:	60-657	NIA		NIA	4000
808	0.85	1400	R	To:	WCL Blacksburg	NA		NA	1998
				From:	NCL Blacksburg				
809)	0.20	490	R			NA		NA	1998
				To: From:	Dead End				
810	0.70	600	R	From:	60-649	NA		NA	1998
810)	0.10			To	60-803				1000
810	0.76	480	R	From:	00 003	NA		NA	1998
				To-	60-805				
	0.36	E40	_	From:	ECL Christiansburg	NIA		NΑ	04/09/20
811)	0.36	510	R	To:	Dead End	NA		NA	01/08/20
				From:	SR 114				
812	0.20	70	R			NA		NA	1998
				To:	Dead End				
(042)	0.14	350	R	From:	US 11; US 460	NA		NA	12/03/20
813	0.14			To:	Roanoke County Line	101		1471	12/00/20
				From:	Dead End				
814)	0.20	20	R	To:	60.625	NA		NA	12/10/20
				From:	60-625				
815	1.60	400	R		ECL Blacksburg	NA		NA	1998
919				To:	60-785				
$\overline{}$			_	From:	Dead End				
816	0.30	120	R	To:	60-637	NA		NA	12/03/20
				From:	60-637				
817)	0.35	150	R			NA		NA	1998
				To:	Dead End				
	1.11	NA		From:	60-649	NA		NA	
818	1.11	IVA		To:	60-829	IVA		14/4	
$\bigcirc$	0.45	NIA		From:	Dead End	NIA		NIA	
818	0.45	NA		. —		NA		NA	
818)	0.70	60	R	From:	Cul-de-Sac	NA		NA	1998
51.9				To:	60-830				
818)	0.28	140	R	From:	00-050	NA		NA	1998
				To:	60-806				
$\bigcirc$	0.01	A1.4		From:	60-641	\$ 1 A		N. A	
819	0.21	NA		To:	Dead End	NA		NA	
				From:	Dead End				
320	0.23	20	R			NA		NA	12/12/200
				To:	60-636				

					Montgomery Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT Q	W Year
Montgomery County				From:	60-636				
821)	1.75	250	R			NA		NA	12/12/200
				To:	60-603				
$\bigcirc$				From:	60-753				101101000
822	0.97	50	R	To:	Dead End	NA		NA	12/12/200
				From:					
823	0.30	50	R		US 11; US 460	NA		NA	12/03/200
023				To:	Dead End				
				From:	Dead End				
824	2.11	210	R			NA		NA	1998
				To:	60-657				
$\bigcirc$	0.00	00	_	From:	Dead End	NIA		NIA	40/40/00
825	0.02	20	R			NA		NA	12/10/20
	0.00		_	From:	60-769				40/40/00/
825	0.20	45	R	To:	60-625	NA		NA	12/10/200
				From:					
826	0.15	40	R	rioni.	Dead End	NA		NA	01/10/200
020)	0.10		•••	To:	60-723			10.	01/10/200
				From:	60-655 Long Shop Rd/Mt. Zion Rd				
827)	0.40	45	R			NA		NA	12/10/200
				To:	Dead End				
<u> </u>				From:	60-1315				
828	0.55	190	R			NA		NA	1998
				To:	60-663				
	0.06	10	R	From:	60-818	NA		NA	01/15/20
829	0.00	10	K	To:	Dead End	INA		INA	01/15/200
				From:	Cul-de-Sac				
830	0.82	80	R	<u> </u>	Cur-uc-Suc	NA		NA	1998
000				To:	60-818				
				From:	60-818				
831)	0.07	6	R			NA		NA	01/15/200
				To:	Dead End				
	0.00			From:	60-818				04/45/00
832	0.08	20	R	To:	Dead End	NA		NA	01/15/20
				From:					
923)	0.40	40	R	rioni.	US 11	NA		NA	1998
833	0.10		•••	To:	Dead End			10.	1000
				From:	US-00011(B)/60-00626(L)/				
834)	0.25	NA			. , . , , , , , , , , , , , , , , , , ,	NA		NA	
				To:	Dead End/				
				From:	Dead End				
840	0.11	30	R	_		NA		NA	1998
				To:	SCL BLACKSBURG				
$\bigcirc$	0.04	400	_	From:	US 11; US 460	NIA		NIA	10/10/00
1001)	0.04	130	R			NA		NA	12/12/200
	2.22		_	From:	60-1002				4044010=
1001	0.02	230	R	To:	60-753	NA		NA	12/12/200
				From:					
003)	0.10	280	R	r iom.	60-1001	NA		NA	12/12/200
1002	0.10	200	11	To:	60-637	INA		INA	12/12/200
					00 001				

					Workgomery Waintenance / trea			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QK Dir Factor Factol	. AAWDT QW	Year
Montgomery County				From:		1		
(1003)	0.08	40	R		US 11; US 460	I NA	NA	12/12/200
				To-	60-753	]		
				From:	US 11; US 460			
(1004)	0.09	80	R	To:	(0.752	NA 1	NA	12/12/200
				From:	60-753	<u> </u>		
1005	0.10	310	R	rioin.	US 11; US 460	J NA	NA	12/12/200
1005	0.10	0.0		To:	60-753	]		12/12/200
				From:	US 11; US 460			
1006	0.09	110	R			NA	NA	1998
				From:	60-1007	]		
1006)	0.07	50	R	. —		NA	NA	1998
				To:	60-1008			
	0.07	30	R	From:	60-1006	J NA	NA	1998
1007	0.07	30	K	To:	Cul-de-Sac	]	INA	1990
				From:	60-1006			
1008	0.05	20	R			NA	NA	1998
				To:	Cul-de-Sac			
$\bigcirc$				From:	60-753			
1009	0.12	40	R	To:	Cul-de-Sac	NA 1	NA	12/12/200
				From:	60-753			
(1010)	0.10	50	R	<u> </u>	60-733	J NA	NA	12/12/200
1010				To	Dead End	]		
				From:	Dead End			
1015	0.30	60	R			NA NA	NA	1998
<u> </u>				To:	60-648			
	0.23	80	R	From:	Cul-de-Sac	NA	NA	1998
(1016)	0.23	00	K	To:	60-648	1	INA	1990
				From:	Cul-de-Sac			
(1030)	0.25	48	R	<b>I</b>		NA	NA	12/17/200
				To:	FR-60	]		
$\bigcirc$	2.12			From:	Cul-de-Sac/			
1032	0.10	NA		To:	C7US-00460(B)/	NA 1	NA	
				From:	60-1034			
(1033)	0.51	10	R	<u> </u>	00-1054	NA	NA	01/10/200
				To:	Cul-de-Sac			
				From:	60-785			
(1034)	0.25	40	R	. —		NA	NA	01/10/2002
				To:	Cul-de-Sac	<u> </u>		
	1.22	170	R	From:	Cul-de-Sac	J NA	NA	1998
(1035)	1.22	170	1	To:	60-785	]	INA	1990
				From:	60-00785(B)/			
1036	0.21	NA				NA	NA	
				To:	Cul-de-Sac/	]		
$\bigcirc$			_	From:	60-637			
1040	0.30	50	R	To:	Cul do See	NA 1	NA	1998
				From:	Cul-de-Sac	l		
(1043)	0.14	NA			60-00833(B)/	J NA	NA	
				To-	Cul-de-Sac/	<u> </u>	<u> </u>	

					Workgomery Walinterlance Area	I/ Div		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- C K QK Dir Factor Facto	AAWDT QW	Year
Montgomery County				From:	60-1047			
(1045)	0.13	100	R		00-104/	NA NA	NA	1998
				To: From:	60-1046			
1045	0.08	150	R	т	(2, (22)	NA	NA	1998
				From:	60-690			
1046	0.04	70	R		60-1045	NA	NA	1998
				To:	Cul-de-Sac			
$\bigcirc$	0.05	20	_	From:	60-1045	NIA	NIA	4000
1047	0.25	80	R	To:	Cul-de-Sac	NA 	NA	1998
				From:	ECL Christiansburg			
(1050)	0.32	50	R			NA	NA	12/17/2001
				To:	Dead End			
	1.10	70	R	From:	60-603	NA	NA	12/12/2001
(1052)	1.10	70	IX.	To:	Dead End	INA	NA .	12/12/2001
_				From:	Dead End			
1053	0.34	110	R			NA	NA	12/03/2001
				To: From:	US 11			
(1055)	0.34	30	R	FIOIII.	60-1056	l NA	NA	01/10/2002
1000				To:	60-806			
				From:	60-810			
1056	0.60	70	R	To	60-1055	NA I	NA	01/10/2002
				From:	Cul-de-Sac			
(1060)	0.56	90	R		Cur-uc-sac	NA NA	NA	12/10/2001
				To:	60-718			
$\bigcirc$	0.00		_	From:	Cul-de-Sac	N.A.		40/40/0004
1061)	0.26	20	R	To:	60-718	NA I	NA	12/10/2001
				From:	APPROXIMATE LOCATION			
1062	0.05	NA				NA	NA	
				To:	60-01063(B)/			
(1063)	0.61	NA		From:	60-01065(B)/	NA	NA	
(1063)	0.01	IVA		To:	Cul-de-Sac/	IN/A	IVA	
				From:	60-01063(B)/			
1064	0.05	NA				NA	NA	
				To	Cul-de-Sac/			
1065	0.15	NA		From:	APPROXIMATE LOCATION	l NA	NA	
(1065)	0.10	IVA		To:	60-01066(R)/	107	107	
				From:	60-01065(R)/			
(1066)	0.11	NA		To:		NA	NA	
				From:	Cul-de-Sac/ 60-603			
(1070)	0.12	210	R		00-003	l NA	NA	12/12/2001
		-		To:	Cul-de-Sac			
				From:	Cul-de-Sac/			
(1071)	0.42	NA		Te	(0.0077777)/	NA I	NA	
				From-				
(1072)	0.12	NA			ou-u1u/1(B)/	I NA	NA	
	-			To	Cul-de-Sac/			
(1071)	0.42	NA NA		To:	60-00777(B)/ 60-01071(B)/	NA NA	NA NA	

					Montgomery Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K QK Factor Factor	Dir AAWDT QW	Year
Montgomery County				From:	60-01071(B)/			
(1073)	0.16	NA			00-010/1(B)/	NA NA	NA	
				To	Cul-de-Sac/			
$\bigcirc$	0.47	00	_	From:	Cul-de-Sac	NIA	NA	4000
1080	0.47	80	R	To:	60-669	NA I	NA	1998
				From:	Cul-de-Sac			
(1081)	0.18	20	R			NA	NA	1998
				To:	60-1080			
	0.12	NA		From:	Cul-de-Sac/	NIA	NA	
1085	0.13	NA		To:	60-00669(B)/	NA I	NA	
				From:	60-693			
1090	0.40	70	R			NA	NA	01/08/200
				To:	Cul-de-Sac			
	0.43	NA		From:	Cul-de-Sac/	NA NA	NA	
1091	0.43	IVA.		To:	60-00669(B)/		IVA	
				From:	60-01091(B)/			
1092	0.17	NA		_		NA	NA	
				To	Cul-de-Sac/			
1005	0.29	70	R	From:	SR 8	l NA	NA	1998
1095	0.20	70		To:	Cul-de-Sac	107	101	1000
_				From:	SR 8			
1097	0.73	210	R	. —		NA	NA	12/05/200
				To: From:	Cul-de-Sac			
1101	0.10	260	R	From:	60-1103	l NA	NA	1998
				To	60-1102	<u> </u>		
1101)	0.16	410	R	From:	00 1102	NA	NA	1998
				To:	60-648			
$\bigcirc$	0.40	70	-	From:	60-1101	NIA	NIA	4000
(1102)	0.40	70	R	To:	Cul-de-Sac	NA I	NA	1998
				From:	Cul-de-Sac			
(1103)	0.12	10	R	<u> </u>		NA	NA	1998
				To: From:	60-1105			
1103	1.41	120	R			NA	NA	1998
				To: From:	60-1101			
(1103)	0.26	120	R			NA	NA	1998
	0.29	60	R	From:	60-1104	NA	NA	1998
(1103)	0.28	OU	ĸ	To:	Dead End	INA	INA	1990
				From:	Cul-de-Sac			
1104	0.19	40	R			NA	NA	1998
				To:	60-1103			
4405	0.07	20	R	From:	60-1103	NA	NA	1998
1105	0.07			To:	Cul-de-Sac	13/7	11/7	1990
_				From:	Cul-de-Sac			
1106	0.13	NA				NA	NA	
				To:	60-624			
(407)	0.41	130	R	From:	60-648	NA NA	NA	1998
(1107)	0.41	130	^	To:	60-648	IN/A	INA	1330
					00 010	<u> </u>		

					Montgomery Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC K Factor	QK Dir Factor	AAWDT QW	Year
Montgomery County				From:	Cul-de-Sac				
(1108)	0.04	20	R		ear de bae	NA		NA	1998
				To:	60-1107				
$\bigcirc$	0.14	40	В	From:	Cul-de-Sac	NIA		NIA	1000
1109	0.14	40	R	To:	60-624	NA I		NA	1998
				From:	Dead End				
1110	0.32	20	R			NA		NA	01/10/2002
				To:	60-648				
	0.07	440		From:	60-715	NIA		NIA	1000
1111	0.07	140	R	_		NA		NA	1998
	0.12	120	R	From:	60-1113	NA		NA	1998
1111	0.12	120	K	To:	60-1112	INA		INA	1990
				From:	ECL Blacksburg				
1112	0.07	200	R			NA		NA	1998
				To:	60-1111				
$\bigcirc$	0.07		-	From:	Cul-de-Sac	NIA		NIA	4000
1113	0.07	20	R			NA		NA	1998
$\overline{}$	0.00	90	R	From:	60-1114	NIA		NIA	1000
(1113)	80.0	80	ĸ	To:	60-1111	NA I		NA	1998
				From:	60-1113				
1114	0.07	30	R			NA		NA	1998
$\bigcup$				To:	Cul-de-Sac				
$\bigcirc$	2.12			From:	Cul-de-Sac				
1140	0.13	NA				NA		NA	
$\overline{}$	0.10	60	R	From:	60-1141	NIA		NIA	1000
(1140)	0.12	60	ĸ	To:	60-685 Prices Fork Rd	NA I		NA	1998
				From:	60-1140				
(1141)	0.05	20	R		30 33.10	NA		NA	1998
				To:	Cul-de-Sac				
$\bigcirc$	2.11			From:	60-1140				
(1142)	0.11	NA		To:	Cul-de-Sac	NA I		NA	
				From:	60-666				
(1201)	0.26	480	R		00-000	NA NA		NA	1998
				To:	60-1202				
(1201)	0.08	350	R	From:	00 1202	NA		NA	1998
				To: From:	60-1203				
1201)	0.10	330	R	From:		NA		NA	1998
				To:	NCL Christiansburg				
$\bigcirc$	0.40			From:	Cul-de-Sac				4000
1202	0.18	80	R	To:	60-1201	NA I		NA	1998
				From:	Cul-de-Sac				
1203)	0.16	70	R	<u> </u>	Cur-uc-Sac	NA		NA	1998
				To	60-1201				
				From:	60-760 SOUTH				
1211)	0.34	100	R		60 760 335 7	NA		NA	1998
				To:	60-760 NORTH				
(1)	0.20	60	R	From:	Cul-de-Sac	NA NA		NA	1998
1212	0.20	00	^	To:	60-719	INA		INA	1990
					** * *				

					Bus 24 Avia 2 + Avia 1 Trail 2 Trail	K O/ Di	r	
Route	Length	AADT	QA	4Tire	Bus  2Axle 3+Axle 1Trail 2Trail	QC Ractor Fac	$\Delta \Delta M M M M$	Year
Montgomery County				From:	SR 114			
(1213)	0.17	90	R			NA	NA	1998
				Tn·	Cul-de-Sac			
	0.10	410	R	From:	Cul-de-Sac	NA NA	NA	1998
(1217)	0.10	410	K	To:	60-766	INA I	INA	1990
				From:	60-808			
1218)	0.25	20	R	_		NA	NA	12/10/2001
				To:	SCL Blacksburg			
	0.22	70	R	From:	Cul-de-Sac	] NA	NA	01/08/2002
(1219)	0.22	70	IX.	To:	60-604		INA	01/00/2002
				From:	60-661			
1223	0.41	140	R			NA	NA	1998
				To:	60-1224			
	0.04	30	R	From:	60-1223	NA	NA	1998
(1224)	0.04	30	IX.	To:	60-1225		INA	1990
				From:	Cul-de-Sac			
1225	0.05	20	R			NA	NA	1998
				To:	60-1224			
	0.19	40	R	From:	ECL Blacksburg	] NA	NA	1986
(1226)	0.19	40	K	To:	Dead End	INA	INA	1900
				From:	60-01226(L)/			
1227	0.14	NA				NA	NA	
				Tn·	60-01228(L)/			
$\bigcirc$	0.08	NA		From:	60-01227(L)/	NA NA	NA	
1228	0.00	INA		To:	Cul-de-Sac/	INA I	INA	
				From:	60-1238			
(1234)	0.05	30	R	_		NA	NA	1998
				To:	Cul-de-Sac			
	0.40	280	R	From:	Cul-de-Sac	] NA	NA	1998
1235	0.40	200		To:	(0.122)	1	IVA	1000
(1235)	0.07	400	R	From:	60-1236	NA	NA	1998
(1233)				To:	60-694			
				From:	60-1235			
(1236)	0.05	20	R	To:	0.1.1.0	NA	NA	1998
				From:	Cul-de-Sac			
(1237)	0.04	400	R	rioin.	60-1238	I NA	NA	01/10/2002
(1237)				To:	60-694			0 17 107 200 2
(1237)	0.16	NA		From:	00 07 1	NA NA	NA	
				To:	Cul-de-Sac			
$\bigcirc$				From:	60-1239			
(1238)	0.47	30	R			NA -	NA	1998
	0.02	00		From:	60-1234	NIA	NIA	01/10/2002
1238	0.02	90	R	To	Dead End	NA I	NA	01/10/2002
				From:	60-1235			
(1239)	0.08	50	R		00.1250	NA	NA	01/10/2002
				To: From:	60-1238			
1239	0.13	30	R			NA	NA	01/10/2002
				To	Cul-de-Sac			

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC K Factor Q	K Dir A Factor A	AWDT Q	W Year
Montgomery County				From:	60-666				
(1240)	0.09	90	R	_		NA		NA	1998
				Tn·	60-1241				
	0.14	80	R	From:	60-1240	NA		NA	1998
(1241)	0.14	00	K	To:	Cul-de-Sac	l NA		INA	1990
				From:	60-666				
(1242)	0.45	70	R			NA		NA	01/08/2002
				To:	Cul-de-Sac				
(1010)	0.46	NA		From:	Cul-de-Sac	l NA		NA	
1243	0.10			To	60-1242	1			
1243	0.28	40	R	From:	00-1242	NA		NA	01/08/2002
				To:	60-666				
				From:	60-1242				
1244	0.10	30	R	To:	Cal Ja Car	NA		NA	01/08/2002
				From:	Cul-de-Sac				
(1245)	0.08	240	R		60-666 WEST	NA NA		NA	1998
				To:	60-1247				
1245	0.14	100	R	From:	00 1217	NA		NA	1998
				To: From:	Pipefloyd St				
(1245)	0.29	150	R	rioin.		NA		NA	1998
				To: From:	Dial St				
1245	0.03	160	R			NA		NA	1998
				From:	60-1246				
(1245)	0.08	240	R	To:	60-666 EAST	NA		NA	1998
				From:	Cul-de-Sac				
(1246)	0.13	110	R	<u> </u>	Cui-ue-Sac	NA NA		NA	1998
				To:	60-1245				
				From:	60-1245				
(1247)	0.08	60	R	To:	Cul da Saa	NA		NA	1998
				From:	Cul-de-Sac Cul-de-Sac				
(1248)	0.07	20	R	<u> </u>	Cui-ue-Sac	NA NA		NA	01/10/2002
				To:	60-1239				
$\sim$				From:	Cul-de-Sac/				
(1249)	0.09	NA		To:	60-01243(B)/	NA		NA	
				From:	60-723				
(1250)	0.04	670	R		00-/23	NA NA		NA	1998
				To:	60-1253 WEST				
(1250)	0.07	590	R	From:	33 322	NA		NA	1998
				To: From:	60-1253 EAST				
(1250)	0.27	560	R			NA		NA	1998
				Tn·	60-1251				
	0.55	300	R	From:	60-1250	NA NA		NA	1998
(1251)	0.55	300	ĸ	To:	60-1259	INA		INA	1990
				From:	Cul-de-Sac				
(1252)	0.17	90	R	_		NA		NA	1998
				To: From:	60-1251				
(1252)	1.15	NA			60-01251(B)/	NA		NA	
				To:	60-00723(B)/				

					Montgomery Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K Facto	QK or	Dir Factor	AAWDT	QW	Year
Montgomery County				From:	60 1250 WEST	i					
(1253)	0.65	90	R	r toin.	60-1250 WEST	J NA			NA		1998
(1253)	0.00	•	•••	To-	60-1250 EAST	]			101		1000
				From:	60-723						
(1254)	0.44	110	R			NA			NA		01/10/200
				To:	Cul-de-Sac						
$\bigcirc$				From:	60-681	l					
(1255)	0.40	280	R			NA -			NA		1998
	0.05	450	_	From:	60-1258	<u> </u>					1000
1255	0.25	450	R			NA •			NA		1998
$\overline{}$	0.04	220		From:	60-1256	NIA.			NΙΔ		1000
1255	0.84	230	R	To:	60-723	NA 1			NA		1998
				From:	Cul-de-Sac	<u> </u>					
1256	0.19	30	R	<u> </u>	Cui-ue-3ac	I NA			NA		1998
1230				To:	60-1257	1					
1256	0.48	160	R	From:	00-1237	NA			NA		1998
1200				To:	60-1255						
				From:	60-1256						
1257)	0.34	50	R			NA			NA		1998
				To:	Cul-de-Sac						
$\bigcirc$	0.40			From:	60-1255	]					4000
1258)	0.18	20	R	To:	Cul-de-Sac	NA 1			NA		1998
				From:	Dead End	l İ					
(1259)	0.14	NA			Dead End	J NA			NA		
(1259)				To:	60-1251	1					
1259	0.35	80	R	From:	00-1231	NA			NA		01/10/200
(1259)				To:	Cul-de-Sac	]					
				From:	60-723						
(1260)	0.28	190	R			NA			NA		1998
				From:	60-1263						
(1260)	0.82	60	R			NA			NA		1998
				To: From:	60-1262	]					
1260	0.50	80	R			NA			NA		1998
				To: From:	60-1261						
1260	0.10	140	R	. —		NA			NA		1998
				To:	60-723						
	0.27	30	R	From:	Cul-de-Sac	] NA			NA		1998
(1261)	0.27	30	K	To:	60-1260	]			INA		1990
				From:	60-1260						
1262	0.08	20	R	<u> </u>	00 1200	NA			NA		1998
				To:	Cul-de-Sac	]					
$\widehat{}$				From:	60-1260						
1263	0.30	20	R			NA			NA		1998
				To-	Cul-de-Sac	<u> </u>					
	0.25	20	D	From:	60-1260	]			NA		1998
(1264)	0.23	30	R	To:	Cul-de-Sac	NA <b>1</b>			INA		1990
				From:	60-00681(B)/	I					
(1265)	0.19	NA			ov occor(D)	I NA			NA		
				To:	Cul-de-Sac/						

					Montgomery Maintenance Area			
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	()(')	Dir Factor AAWDT QW	Year
Montgomery County				From:	60-01252(B)/	<u> </u>		
(1266)	0.23	NA			00-01232(B)/	NA	NA	
				To:	60-01252(B)/			
$\bigcirc$	0.25	50	R	From:	60-1276 WEST	NA	NA	1009
(1275)	0.35	50	ĸ		CO 1425 C D 1 C D	NA	NA	1998
(1275)	0.06	80	R	From:	60-1276 EAST	NA	NA	1998
				To:	60-1279 NORTH			
(1275)	0.09	50	R	From:		NA	NA	1998
	2.22			From:	60-1279 SOUTH	<b></b>		1000
1275	0.06	40	R	To:	Cul-de-Sac	NA 1	NA	1998
				From:	60-737			
1276)	0.06	780	R		00 131	NA	NA	1998
				To: From:	60-1277			
(1276)	0.12	540	R			NA	NA	1998
				To: From:	60-1275 WEST	<del></del>		4000
(1276)	0.04	350	R			NA -	NA	1998
	0.03	40	R	From:	60-1275 EAST	NA	NA	1998
(1276)	0.00			To:	Cul-de-Sac	1 1 1	INA	1330
				From:	60-1276			
1277	0.10	100	R			NA	NA	1998
				From:	60-1278	}		
(1277)	0.07	20	R	To:	Cal de Car	NA 1	NA	1998
				From:	Cul-de-Sac			
1278	0.06	30	R		60-1277	I NA	NA	1998
				To:	Cul-de-Sac			
$\bigcirc$				From:	60-737			
(1279)	0.20	340	R			NA	NA	1998
$\overline{}$	0.06	140	R	From:	60-1280	NA	NA	1998
(1279)	0.00	140	K	To:	(0.1075 COLUTI)	INA I	INA	1990
(1279)	0.35	46	R	From:	60-1275 SOUTH	NA	NA	1998
(1219)				To:	60-1275 NORTH			
				From:	Cul-de-Sac			
(1280)	0.19	70	R	To:	0.1.1.0	NA I	NA	12/10/200
				From:	Cul-de-Sac			
1283	0.04	48	R		60-1238	I NA	NA	01/10/200
(1203)				To:	60-1284			
				From:	Cul-de-Sac			
1284	0.25	6	R	To:	60 1202	NA I	NA	01/10/200
				From:	60-1283			
(1285)	0.12	40	R		Cul-de-Sac	I NA	NA	01/10/200
				To:	60-1284			
$\overline{}$			_	From:	Cul-de-Sac			
(1286)	0.30	170	R			NA -	NA	1998
	0.44	400		To: From:	60-1287	NA.		4000
1286	0.14	400	R	To:	SR 114	NA I	NA	1998
				I	OK 114	<u> </u>		

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K Dir QC Factor Facto		V Year
Montgomery County				From:	Dead End			
(1287)	0.21	120	R	<u></u>	Deau Eliu	NA	NA	1998
				To: From:	60-1288			
(1287)	0.08	150	R			NA	NA	1998
				To-	60-1286			
	0.09	20	R	From:	Cul-de-Sac	NA	NA	1998
1288	0.03	20	IX.	To	60-1287		IVA	1990
				From:	60-1293			
1292	0.28	100	R			NA	NA	1998
				To:	60-659			
	0.40	40	_	From:	Dead End	NIA	NIA	4000
1293	0.10	40	R	To:	60-1292	NA	NA	1998
				From:	Cul-de-Sac			
(1294)	0.25	20	R		ou. do bue	NA	NA	12/05/200
				To:	60-1296; 60-1297			
$\sim$				From:	60-1296			
1295	0.31	410	R	To:	CD 0	NA I	NA	1998
				From:	SR 8			
(1206)	0.10	60	R		60-1297; 60-1294	NA NA	NA	1986
1296				To:	60-1295	<u> </u>		
(1296)	0.07	60	R	From:	00-1293	NA	NA	1998
1230				To:	Dead End			
				From:	60-1296; 60-1294			
(1297)	0.15	20	R	_		NA	NA	12/05/2001
				To:	Cul-de-Sac			
$\bigcirc$	0.55	70	R	From:	Cul-de-Sac	NA	NA	1998
1298	0.55	70	K	To:	SR 8	INA	INA	1990
				From:	60-1298			
(1299)	0.10	30	R		00 1220	NA	NA	12/17/200
				To:	Cul-de-Sac			
$\bigcirc$				From:	Cul-de-Sac			
1310	0.14	10	R			NA	NA	1986
				From:	60-1311			4000
1310	0.05	50	R	To:	60-658	NA I	NA	1986
				From:	60-1310			
(1311)	1.15	40	R		00-1310	NA	NA	1986
				To:	Cul-de-Sac			
	<u> </u>		<u> </u>	From:	Cul-de-Sac			
1315)	0.78	80	R			NA	NA	1998
				To:	60-828			
	0.07	20	R	From:	60-1317	NA	NA	01/08/2002
1316	0.07	ZU	ĸ	To:	60-1315	INA 	AVI	01/00/2002
				From:	60-1316			
(1317)	0.21	20	R		00 1510	NA NA	NA	01/08/2002
				To	Dead End			
$\overline{}$				From:	60-00675(B)/			
(1328)	0.33	NA		т.		NA I	NA	
				To:	Cul-de-Sac/			

					Montgomery Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K I Factor	QK Dir Factor	AAWDT	QW Year
Montgomery County				From:	60-00675(B)/				
(1329)	0.18	NA			00 00075(2)	NA		NA	
				To	Cul-de-Sac/	<u> </u>			
	1.50	140	R	From:	Cul-de-Sac	NA		NA	1998
(1330)	1.50	140	K	To:	60-675	]		INA	1990
				From:	60-675				
(1331)	0.99	160	R			NA		NA	12/05/2001
				To: From:	60-1332	<u> </u>			
(1332)	0.21	20	R	From:	60-1331	J NA		NA	12/05/200
(1332)	0.21			To:	Cul-de-Sac	1			12/00/200
				From:	60-1331				
1333	0.24	40	R			NA		NA	12/05/2001
				To:	Dead End				
	0.23	70	R	From:	60-669	] NA		NA	1998
(1340)	0.23	70	ĸ	To:	Cul-de-Sac	]		INA	1990
				From:	Dead End				
(1341)	0.14	70	R		2000	NA		NA	12/17/2001
				To:	60-1340				
$\bigcirc$				From:	60-615	J			4000
(1410)	0.09	130	R			NA		NA	1998
$\overline{}$	0.44	40	_	From:	60-1411	<u> </u>		NIA	4000
1410	0.11	40	R	To:	Cul-de-Sac	NA 1		NA	1998
				From:	Cul-de-Sac				
(1411)	0.15	60	R	<u>.                                    </u>	Cur de Suo	NA		NA	1998
				To:	60-1410				
$\bigcirc$				From:	60-640	J			
(1415)	0.19	250	R	To:	NCL Christiansburg	NA 1		NA	1998
				From:	Cul-de-Sac	<u> </u>			
(1416)	0.65	NA			Cui-ue-Sac	NA NA		NA	
				To:	60-1417	1			
(1416)	0.08	110	R	From:	30 1117	NA		NA	1998
				To:	60-640	1			
$\bigcirc$			_	From:	60-1416				
(1417)	0.25	40	R	To:	Cul-de-Sac	NA 1		NA	1998
				From:	Dead End	<u> </u>			
(1418)	0.35	80	R	<u> </u>	Deau Ellu	J NA		NA	12/17/2001
				To:	60-640	1			
				From:	60-644				
1430	0.27	48	R	~	611.6	NA		NA	1998
				To:	Cul-de-Sac	<u> </u>			
(105)	0.30	80	R	From:	60-644	J NA		NA	1998
(1435)	0.50	00	11	To:	Dead End	]		INC	1990
				From:	Cul-de-Sac/				
(9260)	0.53	NA				NA		NA	
				To:	SR-00008(B)/	<u> </u>			
$\bigcirc$		000	_	From:	60-753	]			1001
9261)	0.04	220	R	To:	Shawsville School	NA 1		NA	1991
					SHAWSVIIIC SCHOOL	L			

					Mon	itgomery Maintena	ance Area	3							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	ıck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Montgomery County				From:		Cul-de-Sac		1							
(9262)	0.20	NA				Cui de Sue				NA			NA		
				To:		60-647									
$\bigcirc$	0.40	240	_	From:		Shawsville Elem S	Sch			NIA			NIA		1001
9263	0.40	310	R	To:		US 11				NA			NA		1991
				From:		SR 8									
9264	0.12	750	R							NA			NA		1991
				To: From:		Auburn Rin HS SR 8									
9264)	0.25	190	R							NA			NA		1991
				To:		Auburn Rin HS									
	0.12	NA		From:		60-631				NA			NA		
9265)	0.12	IVA		To:		Elliston Sch				INA			INA		
				From:		Cul-de-Sac/									
9267)	0.47	NA		<sub>-</sub> –		50.0055070				NA			NA		
				To: From:		60-00669(B)/	D.I.								
9547)	0.08	190	R	FIOII.		60-685 Prices Fork	Rd			NA			NA		1991
00047)				To:		Prices Fork Elem	Sch								
$\bigcirc$				From:		SR 114									
9548)	0.11	230	R	To:		Belview Elem So	nh.			NA			NA		1991
				From:		Bethel School	NI .	1							
9658	0.07	220	R	<u> </u>		Bettier Belloor				NA			NA		1991
				To-		SR 177; 60-664									
	0.20	240	R	From:		US 11				NA			NA		1991
9815)	0.20	240	K	To:		0.20.3.01.110.11				INA			INA		1991
(9815)	0.04	100	R	From:		0.20 MN US 11				NA			NA		1991
				To:		Lafa Ellis Elem S	ch								
O			_	From:		60-637; 80-669									
637 Bottom Creek Lane	0.10	50	R	To:		Roanoke County L	ine			NA			NA		09/11/2000
				From:		60-637	anic								
669 Patterson Dr	0.50	40	R	_						NA			NA		09/11/2000
				To:		Roanoke County L	ine								
City of Radford				From:		First St		1							
Forest Ave	1.23	770	G	95%	1%	3% 1%	1%	0%	С	0.1	F	0.529	810	G	2003
120				To:		Rock Rd									
(4651) Seventh St	0.47	720	G	From: 97%	1%	Forest Ave	0%	0%	С	0.101	F	0.561	760	G	2003
(4651) Seventh St	0.47	120	G	To:	1 /0	Pendleton St	0 70	0 /0	C	0.101		0.501	700	G	2003
_				From:		SR 232 First St									
4652 Rock Rd	0.85	1400	G	97%	0%	1% 1%	1%	0%	F	0.119	F	0.538	1500	G	2003
<u> </u>				From:		Forest Ave									
4652 Rock Rd	0.53	2500	G	97%	0%	1% 1%	1%	0%	F	NA			2600	G	2003
(4652) Rock Rd	1.74	5200	G	From: 97%	0%	Wadsworth St 1% 1%	1%	0%	С	0.099	F	0.505	5600	G	2003
4652 Rock Rd	1./4	J200		To	0 /0			0 /0		0.055		0.505	J000		2003
(4652) Rock Rd	0.33	2500	G	From: 97%	0%	SR 177 Tyler Av 1% 1%	<u>1%</u>	0%	F	0.106	F	0.6	2700	G	2003
4652 Rock Rd				To		Gypsy Camp Ro						-			
<u> </u>				From:		First St									
Pendleton St	0.53	950	G	98% To:	0%	1% 0% Eighth St	1%	0%	С	0.101	F	0.509	1000	G	2003
						Eignin St									

					Mont	gomery Maintena	ance Are	ea							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Radford															
O				From:		Pendleton St									
4653 Eighth St	0.67	1600	G	98%	1%	1% 1%	0%	0%	С	0.113	F	0.531	1700	G	2003
				To: From:		Wadsworth St									
Eighth St	0.39	1200	G	98 <u>%</u>	1%	1% 1%	0%	0%	F	0.12	F	0.53	1200	G	2003
120				To: From:		Walker St									
4653) Walker St	0.53	3800	G	98%	1%	Eighth St 1%	0%	0%	F	0.111	F	0.624	4100	G	2003
(4653) Walker St	0.55	3000	G	90 70 To:	170	First St	0%	076	Г	0.111	Г	0.024	4100	G	2003
								<u> </u>							
Nahlia Ct	0.05	4000	_	From:	40/	Second Ave	40/	00/	0	0.400	_	0.54	4000	_	2002
4654 Noblin St	0.25	1800	G	97%	1%	1% 0%	1%	0%	С	0.102	F	0.51	1900	G	2003
				From:		Hammett Ave Noblin St									
4654) Hammett Ave	0.16	1800	G	97%	1%	2% 0%	1%	0%	С	0.098	F	0.57	1900	G	2003
Hammett Ave	00			To:	.,,	SR 177 Tyler S			Ū	0.000	•	0.0.	.000		
				From:											
4655) Preston St	0.52	1300	G	98%	0%	Eighth St 1% 0%	1%	0%	С	0.109	F	0.54	1400	G	2003
Preston St	0.52	1300	G	90 /0 To:	0 /0		1 /0	0 /0	C	0.109		0.54	1400	G	2003
						First St									
O A.	0.70	0700	_	From:	00/	US 11 Norwood		001	^	0.44	_	0.500	0000	_	0000
4656 Grove Ave	0.76	3700	G	99% To:	0%	0% 0%	0%	0%	С	0.11	F	0.566	3900	G	2003
						Tyler Ave									
<u></u>				From:		Rock Rd						_			
Wadsworth St	0.90	7000	G	98%	0%	1% 0%	0%	0%	С	0.102	F	0.516	7400	G	2003
				To: From:		Eighth St		ļ							
4657) Wadsworth St	0.53	5300	G	98%	0%	1% 0%	0%	0%	F	0.101	F	0.547	5600	G	2003
Wadsworth St				To:		First St									
				From:		Rock Rd		i							
4659 Park Rd	0.64	920	G	99%	0%	1% 0%	0%	0%	С	0.110	F		980	G	2003
4659 Park Rd	0.01	020	•						Ŭ	0.110	•		000	Ü	2000
	0.70			From:		Second Ave; Roundh				0.440			000		0000
4659 Park Rd	0.76	920	N	99%	0%	1% 0%	0%	0%	N	0.110	N		980	N	2003
				To: From:		Scott St									
4659 Seventh St	0.08	860	G	99%	0%	1% 0%	0%	0%	F	0.122	F	0.622	910	G	2003
126				To:		Walker St									
				From:		Sundell Park		l							
4661) Second Ave	0.98	3700	G	98%	1%	1% 0%	0%	0%	С	0.134	F	0.579	3900	G	2003
(4661) Second Ave				To:		Grove Ave									
Town of Blacksburg															
TOWIL OF BIACKSDUTS				From:		Dead End									
New Country Club Ext.	0.15	NA								NA			NA		
150/			_	To:		150-3150 Airport	Rd								_
				From:		Prices Fork Rd									
2 University City Blvd	1.11	8000	G	96%	3%	1% 0%	0%	0%	С	0.095	F	0.545	8500	G	2003
University City Blvd				To:		Toms Creek Ro									
				From:		Airport Rd		 							
3150) Country Club Dr	0.63	4200	G	99%	0%	1% 0%	0%	0%	С	0.122	F	0.575	4400	G	2003
(3150) Country Club Dr	0.00	7200	9	99 70 To:	U /0	Main St	J /0	J /0	O	0.122	'	0.575	<del>17</del> 00	J	2003
								<u> </u>							
C 511-45 5	o = :	4000	_	From:	001	SCL Blacksburg		601	_	0.400	_	0 == :	4000	_	000-
3151 Ellett Rd	0.71	4000	G	98%	0%	1% 0%	0%	0%	С	0.128	F	0.771	4300	G	2003
				To:		S Main St									
^		<del></del>		From:		WCL Blacksbur				·		<del></del>			
3152 Prices Fork Rd	0.75	12000	G	97%	0%	2% 1%	1%	0%	С	0.102	F	0.631	13000	G	2003
				To		Hethwood Blvd	i								
3152) Prices Fork Rd	0.36	16000	G	97%	0%	2% 1%	1%	0%	F	0.091	F	0.614	17000	G	2003
9152 Prices Fork Rd			-												
O Prince Fork Dd	0.50	26000		From:	00/	Heather Dr	10/	00/		0.000	г	0.502	20000		2002
3152 Prices Fork Rd	0.58	26000	G	97%	0%	2% 1%	1%	0%	F	0.092	F	0.583	28000	G	2003
				To		US 460									

					Mont	gomery Mainten	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		 2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Blacksburg															
3153) Airport Rd	0.37	1800	G	98% To:	0%	Country Club Dr.  1% 0%  Main Street	0%	0%	С	0.116	F	0.634	2000	G	2003
				From:		WCL Blacksbur	ro	i							
Glade Rd	1.55	1200	G	96%	1%	2% 0%	1%	0%	С	0.097	F	0.62	1300	G	2003
3154 150 Glade Rd	0.46	1800	G	96%	0%	Boxwood Dr 1% 1%	1%	0%	С	0.099	F	0.667	1900	G	2003
3154 Glade Rd	0.33	4900	G	From: 96%	0%	Oriole Dr 1% 1% University City B	1%	0%	F	0.1	F	0.672	5200	G	2003
				From:			ivu								
3156 Roanoke St	0.49	6700	G	97% To:	1%	Main St 2% 0% Owen St	0%	0%	С	0.094	F	0.591	7100	G	2003
				From:		Roanoke St									
(3156) Owen St	0.11	5400	G	97% To:	0%	3% 0% Harding Ave	0%	0%	С	0.102	F	0.589	5700	G	2003
3156 Harding Ave	0.16	5600	G	97%	0%	Owen St 3% 0%	0%	0%	С	0.103	F	0.621	5900	G	2003
(3156) Harding Ave	0.51	6200	G	97% To:	0%	Cork Dr 3% 0%	0%	0%	F	0.103	F	0.617	6600	G	2003
						ECL Blacksbur									
(3159) Tom's Creek Rd	0.96	13000	G	97% To:	0%	Prices Fork Ro 2% 0% US 460 Bypass	1%	0%	F	0.084	F	0.606	14000	G	2003
				From:		US 460	,	1							
Mt Tabor Rd	0.92	3300	G	97%	0%	2% 0%  NCL Blacksbur	1%	0%	С	0.106	F	0.664	3500	G	2003
				From:		C8US 460									
3165) E Clay St	0.61	NA								NA			NA		
1507				To: From:		Dead End Gap Terr	ninus								
3165 Patrick Henry Drive	0.79	NA		From:		Roanoke St				NA			NA		
3165 Patrick Henry Drive	0.83	NA		From:		C8US 460	3			NA			NA		
						Toms Creek Ro	u								
Town of Christiansburg				From:	60-6	640 JB-154 SCL Chr	istiansburg	2							
1 Falling Branch Rd	0.46	NA		To:		US 11 Roanoke				NA			NA		
				From:	60-6	66 JB-154 WCL Chr	istiansbur	g							
(3500) 154	0.14	NA		To:		SR 8 W Main Str	eet			NA			NA		
				From:		ECL Christiansb	urg								
S Franklin St	1.21	4500	G	97% To:	0%	2% 1% Alleghany St	1%	0%	С	0.103	F	0.735	4800	G	2003
(3501) S Franklin St	0.57	6000	G	97% To:	0%	Allleghany St 2% 1% US 460 Main S	1%	0%	F	0.102	F	0.69	6300	G	2003
				From:											
93502 Phlegar St	0.08	6100	G	97%	0%	US 11 Main St 2% 1% First St	0%	0%	С	0.09	F	0.532	6500	G	2003
3502 First St	0.40	6000	G	96%	0%	Phlegar St 2% 0%	1%	0%	С	0.096	F	0.518	6400	G	2003
						US 460 Roanoke									
(3503) Depot St	0.12	9300	G	97% To:	0%	SR 8 App. Loc 2% 1% College St	1%	0%	F	0.091	F	0.663	9900	G	2003
						Conege St									

					IVIOLI	gomery iviaintena	ince Are	a							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
own of Christiansburg				From:		College St		1							
Depot St	0.14	NA				Conlege St				NA			NA		
<u> </u>	0.44	NIA		To: From:		US 11		-		NIA			NIA		
Depot St	0.41	NA		To:		C7115 4(0		-		NA			NA		
3503) Depot St	0.91	NA		From:		C7US 460				NA			NA		
154				To:		SR 111									
Park St	0.87	1700	G	From: 96%	0%	E Main St 2% 0%	1%	0%	С	0.103	F	0.571	1800	G	200
Park St Park St				To:	0,70	SR 111					•				
E Maio Ot		0000	_	From:	00/	Roanoke St	40/	00/	E 0.110		0.700	0000		000	
E Main St	0.17	2200	G	96% To:	0%	2% 0% Park St	1%	0%	F	0.118	F	0.782	2300	G	200
				From:		SR 111								G G G G G G G G G G G G G G G G G G G	
Ellett Rd	0.39	2600	G	96% To:	1%	2% 1%	1%	0%	С	0.117	F	0.568	2800	G	200
				10.		NCL Christiansbu	.rg								
ity of Radford				From:		Norwood St									
Jefferson St		6900	G	To:		Tyler Ave		1		0.088	F	0.531	7300	G	200
				From:		Robertson St									
Ninth St		140	G	_						0.118	F	0.59	150	G	200
				To: From:		Wadsworth St									
Scott St		2600	G	rioin.		Seventh St			0.098	F	0.558	2700	G	200	
				To:		Park Rd									
Sundell Dr		4000		From:		Wadsworth St				0.14	_	0.540	1000	-	200
		1800	G	To:		Park Rd				0.14	F	0.548	1900	G	200
				From:		Grove Ave									
Third Ave		1700	G	To:		Norwood St		1		0.111	F	0.531	1800	G	200
own of Blacksburg						TTO WOOD ST									
		400		From:		Mason Drive				0.1	_	0.700	100		200
Apperson Drive		180	G	To:		Harding Avenue	<del></del>	1		0.1	F	0.722	180	G	200
				From:		Country Club D									
Draper Rd		700	G	To:		Airport Rd				0.133	F		750	G	200
				From:		Preston Ave	-								
Edgewood Lane		NA								NA			NA		
				To:		S Draper Rd									
Hillcrest Dr	100		G	From:		Country Club D	Ī.			0.108	F		100	G	200
				To:		Sunrise Dr									
Jackson Street	40	4000		From:		Church St				0.404	_		E400		200
		4800	G	To:		Penn St				0.101	F		5100	G	200
Lucas Drive				From:		Giles Road									
		410	G	To:		T Ct :				0.12	F	0.594	410	G	200
				From:		Turner Street Kelsey Dr									
McBride Dr		710	G	<u> </u>		Keisey Df				0.088	F		750	G	200
				To:		Burrus Dr									
Progress St		4300	G	From:		Broce Dr				0.084	F		4600	G	200
Progress St		-300		To:		Watson Ave				0.004	I .		+000		

					Workgomery Wall terrance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	$^{\circ}$	K Factor	QK	Dir Factor	AAWDT	QW	Year
own of Christiansburg												
			_	From:	Canaan Rd			_			_	
Alleghany St		2300	G	т.,	ACII. G.	İ	0.096	F		2500	G	2003
					Miller St							
0 0.			_	From:	Plum St			_		242	_	
Church St		580	G		777 G	ı	0.078	F		610	G	2003
				To:	King St							
			_	From:	Regan Drive			_			_	
Clearview Drive		2600	G			i	0.096	F	0.606	2600	G	2003
				To:	Wimmer Street							
				From:	Fisher St							
Electric Way		510	G	_		Ī	0.094	F		540	G	2003
				To:	Simmons Rd							
				From:	Depot Street							
North Drive		250	G			Ī	0.105	F	0.593	250	G	2003
				To:	E. Main Street							
				From:	Lester Street							
Republic Road		590	G			•	0.11	F	0.602	590	G	2003
				To:	Park Street							
				From:	Overhill Rd							
Ridge Rd	Rd 110	110	G			0.10	0.101	F		120	G	2003
				To:	Dogwood Terrace							
				From:	Briarwood Drive							
Summitridge Road		770	G			0.102	F	0.588	770	G	2003	
				To:	S. Franklin Street							